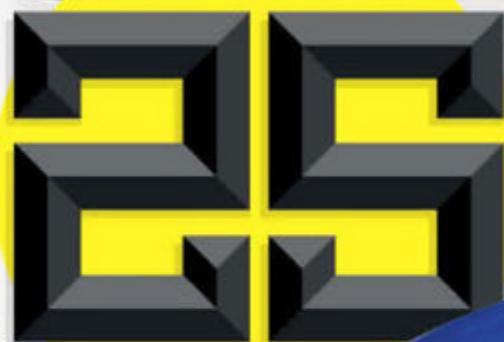


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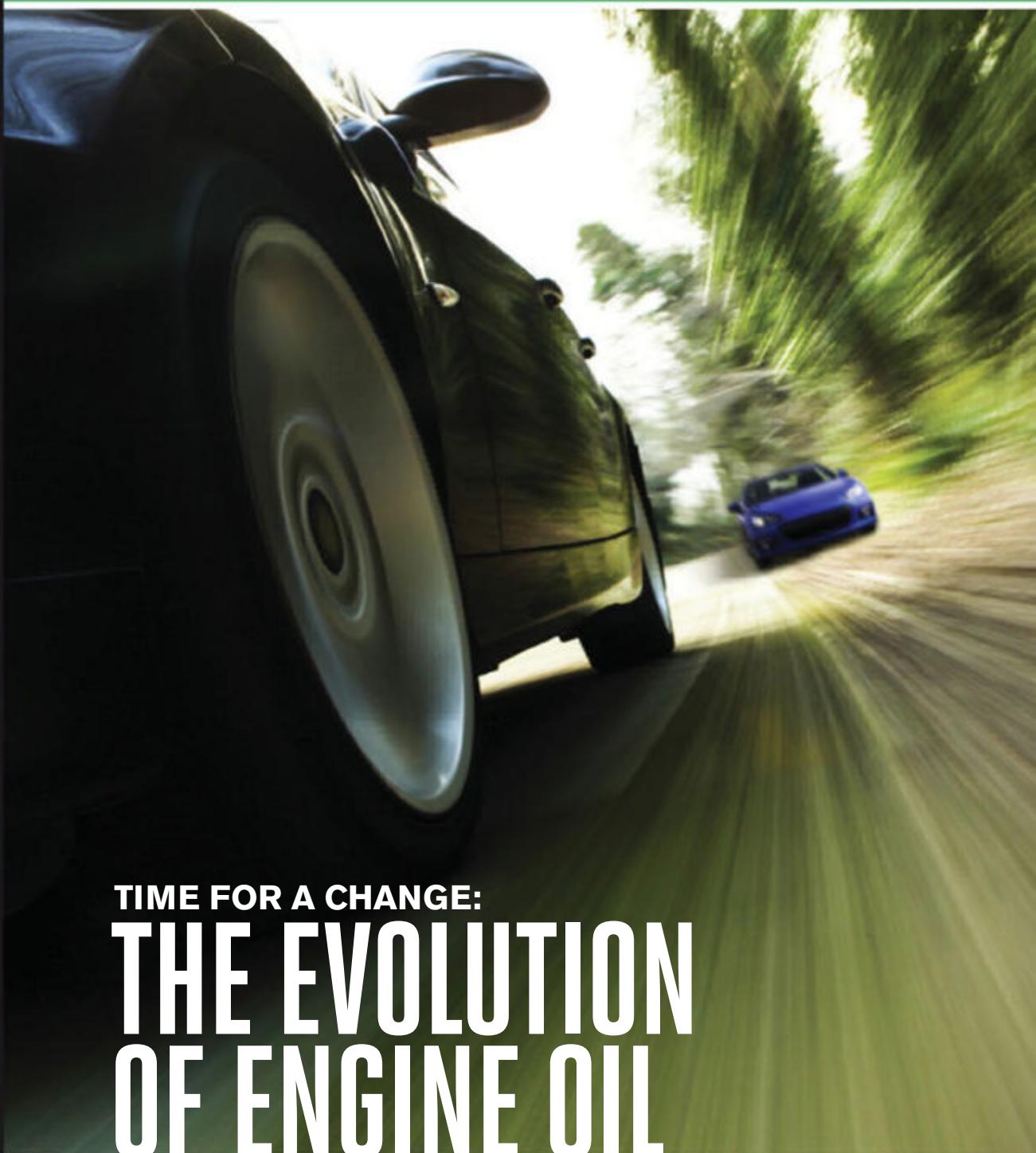
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**25 CARS  
WORTH  
WAITING FOR**

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*by Don Sherman***ON THE COVER**

The Ford GT is huge.

*photography*

*by Paul Barshon*



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2015 BMW 740Ld xDRIVE**  
BMW's aging limo gets a compression-ignition heart transplant.  
[CARandDRIVER.com/20157seriesDiesel](http://CARandDRIVER.com/20157seriesDiesel)

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## TAKING ISSUE

Last month it was that our cars would soon be broadcasting their speeds for any law-enforcement agency to record. This month it was a \$106,000 electric car that, in most places, takes more than 10 hours to recharge on a 240-volt source or more than four days on 110, and a \$25,000 Ford whose headlights cost 16 percent of its total price or more than 50 percent more than those of a \$70,000 Cadillac CTS Vsport. The automobile world is going mad.

JOE BULLMER

HORSE SHOE, NORTH CAROLINA

## LIT AND IN FOCUS

Please tell me that it was a misprint in your long-term Ford Focus ST test ["Juvenile Delinquent," February 2015]. You meant to say in your "what bits and pieces cost" that a replacement headlamp was \$19.81, not \$1981?

RANDY PETERSON

AUBURN, INDIANA

*No misprint, Randy. Ford charges \$1981 for that replacement part—Ed.*

## FOUR AMERICA

Page 43 of the February issue mentions the 1961 Chevrolet Impala SS four-door as "Wild in the Streets." The streets of America did not see a four-door Impala SS until the mid-'90s. The SS package for the Impala was offered only on the two-door hardtop and convertible during the '60s.

JON GRIFFIN

LATHAM, NEW YORK

*The \$54 SS package was available on all five Impala body styles, though only a few hundred cars were so equipped at the factory. An SS kit was also offered for dealer installation—Ed.*

I was very excited to read about U.S. supersedans on the February cover. I abandoned the Cadillac article immediately upon news of automatic-only. The Hellcat article unfolded with no news of the all-important Third Pedal. All this from the "Save the Manuals" people; I grunt and shake my head at you in a disappointed and imperious manner.

Listlessly, I flip through electronic gimcrackery, draft horses, and some bubble-wrapped nonsense from the Gauls. And then... on the penultimate page, a chrome-gleaming ray of hope: Chevy by way of Oz. But an honest-to-goodness manual transmission! Perhaps your catchphrase needs to be "Save the Manuals, for the last page."

JOHN SLATER

MADISON, NEW JERSEY

While the '57 Rambler Rebel is a cool and obscure vehicle, and I applaud your callout, it was certainly not the original supersedan. I would argue that the honor goes to the '51 Hudson Hornet, which—

although it didn't make much power by modern standards—was available to the public in basically the same trim it used to dominate NASCAR, back when they still raced actual cars.

KLEBERT L. HALL

FOSTER, RHODE ISLAND

Your claim that the 1955 Chrysler 300 was the first muscle car ["Hemi History"] is sure going to piss off the father of the Pontiac GTO, Jim Wangers!

JIM MOEGGENBERG

CINCINNATI, OHIO

## FOUNDING DETROIT

My mom saw the nifty new Caddy on the cover [February 2015]. She asked me to find out if she can get a vinyl top and whitewalls like on her DTS. Grandpa says he'll trade in the '75 Coupe DeVille if the answer is yes. But he doesn't want that little black thing on the trunk.

KENNY SOVEY JR.

LAKEWAY, TEXAS

*So he's saying he doesn't want the Continental tire kit?—Ed.*

## CATNIP

Don Sherman, I enjoyed your article on the new Dodge Charger SRT Hellcat ["Satan Made Them Do It," February



2015], but really what dredged up some good memories was the “Hemi History” sidebar. I didn’t know that your father signed off on that car, being the Buick/Valiant driver that he was, but I was glad that I got a ride in your Hemi. I recall riding in the back seat on Interstate 80 outside of Iowa City one night. You kind of goosed it a little, and I thought it was pretty much like my mom’s ’68 GTO. But then the transmission downshifted and the other four-barrel dumped in and all hell broke loose. We broke traction and proceeded to fishtail down I-80. I felt like I was going to get sucked right into the trunk. Bet you wish you still had that car. Better yet, that would be a great retirement car for me.

WAYNE A. FISHER  
MILTON, DELAWARE

*It's official: Sherman hasn't changed a bit—Ed.*

#### ELECTRIC BOOGALOO

Pretend for a moment that you are Leonardo DiCaprio and cannot afford the \$105,670 Tesla S P85D (“Shock Therapy,” February 2015). But wait, it’s the American taxpayer to the rescue, with a \$7500 check to ease your pain!

As the “Most Likely To Succeed” in the Class of 1993, you plan a 300-mile one-way trip to your class reunion. Unfortunately, you must make a short stop after 220 miles. Plan on a 73-hour stay at the Bates Motel in Nowheresville to get you to the reunion and back to Nowheresville. About 73 hours at 120 volts ought to do it. Another 73 hours to get juiced up on the way home, and your three-day reunion trip somehow feels more like 10 days.

Poor old classmate Nerd, voted “Least Likely To Succeed,” shows up at the reunion in a Volkswagen Passat TDI. Dumb sucker made the reunion round trip without stopping once for fuel [*because he's a townie—Ed.*]. Worst thing is, he bought four of those contraptions instead of saving the planet like you did, and didn’t get the \$7500.

MARK ROBINSON  
SALEM, OREGON

*When we imagine we're DiCaprio, we stick with the part about him leaving a Miami club with 20 models—Ed.*

#### . editor's letter

I ran into McKeel Hagerty, of Hagerty Insurance, at the Detroit auto show a few months ago, and talk turned, as it so often does, to old cars—specifically the collectible kind, more specifically Hagerty’s own 1967 Porsche 911S.

McKeel, natty in a trim blue suit and accompanied by his diminutive bombshell of a wife, Soon, recounted to me how he was ridiculed when he told people how much he’d spent on his Porsche’s restoration. He originally paid \$500 for the 911 back when he was 12 and the car was a wreck. He got it roadworthy with his dad, Frank, by the time he was 16. But it cost him six figures to restore several years ago, and, back then, nearly everyone who’d heard what he’d spent thought McKeel needed to be sent immediately, via pneumatic tube if possible, to Bellevue.

I started looking at prices for excellent 911S like McKeel’s. They’re half a million bucks now. Even some late-’60s 911Es have crept past \$150,000. The rush to air-cooled riches has been on for a while, but I’m not sure it’s the overly inflated bubble everyone says it is.

Because, to begin with, the car hobby is generational by its very nature. Guys my age (I’m 19) can appreciate prewar Rolls-Royces, Duesenbergs, and Packards, but we don’t lust after those gilded jeroboams, with little flecks of peasant flesh caught in their chromed grilles. We want to own the cars that made us enthusiasts in the first place. To confront a so-called bedroom-poster car today is to confront our adolescent selves, and it is a powerful trigger for associations long forgotten. To my age group, the car most evocative of youth and vigor and, let’s be honest, illicit activity is the impact-bumpered, air-cooled Porsche 911.

What else from the big-hair epoch is both as practical and lustworthy as that rear-engined dumpling? McKeel talked about how the Malaise Era was an emotional dead zone, with emissions-choked cars worth owning now only for their comedic-ironic value. But the 911 never needed a ton of power to be fast and fun.

And many 30- and 40-year-old 911s are still affordable, not like the Ferraris and Countaches whose very service bills reach into second-mortgage territory. Money spent on an air-cooled 911 is money in the bank. So I don’t think it’s too late to find mine now, to see what things used to be like.



Eddie Alterman

EDITOR-IN-CHIEF

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**WIND AND GHOSTS**

Regarding "Ghosts in the Machines" [February 2015]: John Phillips is unthreatened by and accepts the inevitability of the autonomous car. I'm assuming the hate mail is clogging the mailbox. But I applaud him. He not only had the *cojones* to admit his unpopular opinion on this depressing subject, but also to admit that it is our own fault, as unskilled drivers, that got us to this point. Rather than attack robots on wheels, let's attack unawareness behind the wheel.

JACKSON L.

GLENDALE, ARIZONA

John Phillips's "Ghosts in the Machines" column was without a doubt the best story on the ever-increasing automation in cars and the inherent dangers they will inevitably create. I'm anything but a Luddite when it comes to new technology, but there are some things that many of us simply do not want. I want to drive my own car, at the speed I want, and have the freedom to overtake when and where I choose. To sit in a box, even a very comfortable one, subjected to

the whims and vagaries of some nerdy programmers in Mountain View, California, who likely will have never driven a real car themselves, is as abhorrent as it gets. A pox on Google and anyone else working on self-driving automobiles.

PETER I. VOLNY

FOUNTAIN HILLS, ARIZONA

So what caused the Kia K900 to believe a crash was imminent and slam on the brakes? The article left me hanging.

RAY MIGNOGNA

CHESAPEAKE, VIRGINIA

*Phillips's pet llama Shemp—Ed.***HAIR DYER**

Where did you find Ezra Dyer? Is it too late to get your money back?

MIKE

PALMDALE, CALIFORNIA

Maybe Phillips was lonely. But for whatever reason you added Ezra Dyer, his writing is a welcome addition!

MARC LUCENTE

PORT ORANGE, FLORIDA

I'll move my Mazda Millenia (yes, I still have one of those) to the right should I glimpse a Ferrari 458. But Mr. Dyer might find higher speeds on nearby I-684. Less challenging perhaps, but a far greater chance of encountering another Ferrari. The nearby towns (including Greenwich, Connecticut) have plenty of exotics.

H. FIELDS

YORKTOWN HEIGHTS, NEW YORK

If there were a *Wheel of Fortune* episode with C/D staff, one puzzle would be "Rock 'n' Roll Before and After." Solution: BETTER THAN EZRA DYER'S EVE.

DAN JAKEL

GRAND RAPIDS, MICHIGAN

*In Vanna White's bestselling book, Vanna Speaks, White suggests opening your mouth in the shower so that the water acts like a Waterpik—Ed.*

**LINE ART**

The "Doing Lines" article explaining track speed was phenomenal. I am a nationally licensed instructor with the Porsche Club of America for our high-performance driving schools. I plan to make continual copies of this and use it as an ongoing teaching tool for my students. Yes, I know that's a possible violation of copyright laws. Thanks.

MIKE KLING

WEST CHESTER, PENNSYLVANIA

*Our Samoan lawyer will be paying you a visit shortly, Kling—Ed.*

**KEEP ON TRUCKIN'**

I appreciate the timely comparison between the full-size trucks ["Let's Go Places Built Tough Like A Rock and Grab Life By The Horns," February 2015] and continue to hope for increased truck coverage, as the U.S. market share of trucks sold versus cars would dictate. In any case, without a brand in the race to defend, it does seem misguided that the Ford F-150's score for fuel economy (objective, I know) is higher than even the fourth-place Toyota Tundra. Isn't fuel economy still about economy? The Ford owner will, even with a 2-mpg advantage,

**★ LETTER OF THE MONTH**

After 30 years of subscribing to your magazine, I am compelled to actually write to you. It would appear that not only do I now have to try to read/decipher your iteration of foggy graphs, etc., I must also be literate in the names of sailing vessels of lore, and also through some mind meld determine who Abraham Maslow was and why he never drove a truck. I almost, almost did not renew this year. Is it just me?

RICHARD E. NEGRO  
WEED, CALIFORNIA

*Count yourself as very lucky if this is the first time we've confused you in 30 years—Ed.*

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still pay more per mile when considering the octane-grade requirements (nationally, about 25 to 30 cents more per gallon for 91 versus 87).

No doubt Ford has the specs to lead, and I support the continued innovations, but the fuel cost coupled with the additional \$195 a month in payments (calculated sans interest for 60 months versus the Tundra) should give additional real-world fodder for the often-intense truck debate.

**MR. ZAPKO**

INDEPENDENCE, PENNSYLVANIA

*Ford recommends 91 octane in the 3.5-liter twin-turbo V-6 to achieve full performance, but lower-octane fuel is acceptable if that's not the priority—Ed.*

I loved the February issue about good-old American muscle. Your truck comparison test was right on the mark. While I agree with the results, I have a couple of questions. Why not use the V-8 in the Ford? Why use the air-suspension system on the Ram that's not available on the other three?

**R. SIMMS**

TERRACE, BRITISH COLUMBIA

*According to Ford, the twin-turbo 3.5-liter V-6 now outsells the V-8, so we went with it. The Ram's air springs are indeed an advantage, and if you can have them in a truck at roughly the same price as the Ford and the Chevy, why not opt for it?—Ed.*

Great story, but it seems as if we always focus on the most loaded versions. So, now please follow up this great story with another story looking at the same trucks, but in the lower trims—and I'm not talking about the naturally aspirated V-6 versions. I just bought a 2014 Ram Big Horn Hemi crew cab with a 6.5-foot bed, and though it stickered at \$45,000, I paid \$40,000. It still seems loaded to the hilt

to me, just minus leather and the air suspension, but it was \$18,000 less than the truck you just tested, and my truck is lighter, too.

**KURT DZINICH JR.**

JUNEAU, ALASKA

My only comment is about the "Towing Capacity" line item on your "Final Results." You can't tell me that a 3.5-liter V-6 scores a 5 compared with a 6.2-liter V-8 with a score of 2. I think somebody got the scores backwards. By the new calculations, the Chevy Silverado beat the F-150 by three points. You can't be a good scientist if you manipulate your results to confirm your hypothesis.

**JACK ALBERS**

ST. LOUIS, MISSOURI

*No mistake. The F-150—as tested with the 3.5-liter twin-turbo V-6—has an 11,500-pound tow rating versus the Silverado's 9200 pounds—Ed.*

On page 61 of your full-size pickup-truck comparison, it states that the F-150 with

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Clifford Atiyeh, Jethro Bovingdon, Csaba Csere, Fred M.H. Gregory, John Pearley Huffman, Davey G. Johnson, Peter Manso, Bruce McCall, P.J. O'Rourke, Tony Swan, James Tate, Basem Wasef, Kevin A. Wilson, Dweezil Zappa

**EDITORIAL OFFICE** 1585 Eisenhower Place, Ann Arbor, Michigan 48108

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the 3.5 EcoBoost V-6 engine produces 420 pound-feet of torque at 4250 rpm. I believe the correct specification is 2500 rpm.

**KEVIN RICCI**

DELAWARE, OHIO

*Ricci, in hopes of restoring our honor, someone in the tech department is falling on their sword right now—Ed.*

I'm curious about how you arrived at a curb weight of 5577 pounds for the 2015 Ford F-150? Please see attached invoice for a near identical vehicle showing a shipping weight of 4864 pounds. I realize it may not have been fully topped off with fuel, but even so, 36 gallons at 7 pounds per gallon, which is on the high side [Yes, actually more like 6 pounds per gallon—Ed.], would be 252 pounds for a total of 5116. The truck must have shipped with 10 to 12 gallons?

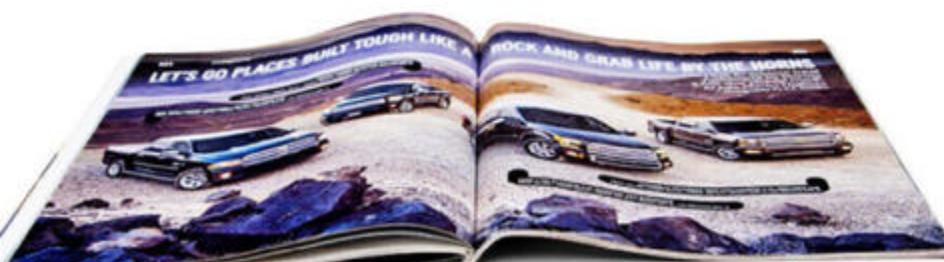
**DEREK FISCHER**

INTERNETLAND

*Shipping weights, like manufacturer-provided weights, are not always accurate, which is why we weigh test vehicles ourselves. With a full tank, the F-150 in the test tipped the scales at 5577 pounds—Ed.*

**VINE RIPENED**

I always enjoy the last-page articles in C/D and am mature enough to appreciate some "off the edge of the road" stuff. However the language used in the February WIDD was so "in the ditch"



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**Das Auto.**

\*Based on IHS Automotive, Polk U.S. new total registrations for CY1987-April 2014 for VW competitive body styles (Sedan, Coupe, Hatchback, Convertible, Station Wagon, SUV). Excludes Vans and Light Trucks. \*\*See [www.fueleconomy.gov](http://www.fueleconomy.gov) for EPA estimates. Your mileage will vary and depends on several factors, including your driving habits and vehicle condition. 765-mile range based on 29 highway mpg EPA estimates for a 2015 Touareg 3.0L TDI® 8-speed automatic transmission and a 26.4-gallon fuel tank. 31 city/46 highway mpg (2015 Jetta 2.0L TDI® Clean Diesel, 6-speed manual transmission). 30 city/45 highway mpg (2015 Golf 2.0L TDI® Clean Diesel, 6-speed manual transmission). 31 city/41 highway mpg (2015 Beetle 2.0L TDI® 6-speed manual transmission). 30 city/40 highway mpg (2015 Beetle Convertible 2.0L TDI® 6-speed manual transmission). 30 city/44 highway mpg (2015 Passat 2.0L TDI® Clean Diesel, 6-speed manual transmission). EPA estimates. Your mileage will vary and depends on several factors, including your driving habits and vehicle condition. ©2015 Volkswagen of America, Inc.

# Two simple steps.



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that it violated the vulgarity policy for reading material that our ministry at a Michigan jail/detainee facility has had in place for my 31-year tenure. We restrict other publications for matters of violence, weaponry, nudity, sexism, racism, etc. I didn't think that in my scanning of such a high-class publication I would be required to check every word, but car fanatic that I am, that's how I read C/D! Thankfully there are black Sharpies that allow for me to still put your otherwise excellent publication in the hands of some avid readers in need of something to pass the time. Couldn't you just use the word "expletive" or the artistic #!\*<¥€!

to cover the immature outbursts by those whose vocabulary is so limited?

Working in such a facility, I've obviously heard everything, but please not in C/D.

DAVE MASON,  
CALHOUN COUNTY JAIL MINISTRY  
BATTLE CREEK, MICHIGAN

I do not know Jason Vines and, in fact, had never heard of him until I read the "What I'd Do Differently" article. Sadly, any insight that I gleaned from this article is completely undermined by his abhorrent language. I am not a prude, but the use of such verbiage truly paints a

crude picture of the individual and cheapens all his many accomplishments. I might also add that seeing the "F" word written out in your magazine, while correctly quoting the interviewee, is crude and unnecessary. A couple of well-placed asterisks would convey the message without slapping the reader in the face with it. These days, most movies and television shows cannot be enjoyed with my child. Is *Car and Driver* off-limits as well now?

GARY KEEN  
PONTE VEDRA BEACH, FLORIDA

The Jason Vines interview in the February issue was brilliant. If you'd softened his language, it would have lost its meaning. Keep up the good work!

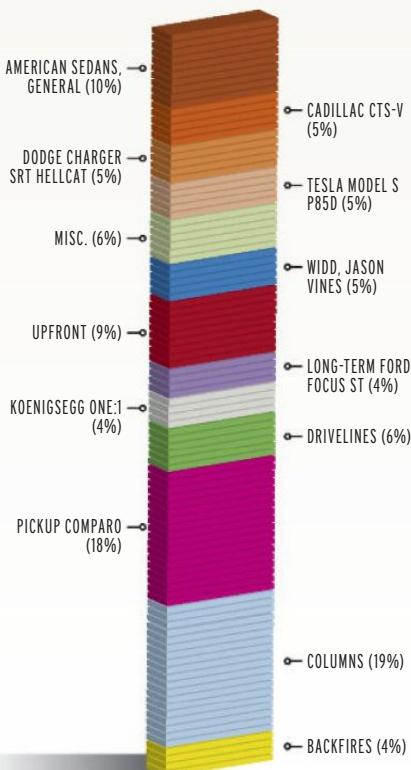
ZEKE CARLSON  
TUCSON, ARIZONA

*Carlson, it has become apparent to us that you don't care about children or prisoners—Ed.*

Jason Vines—well, that was refreshing.

BRENT BERGLAND  
LAKEVILLE, MINNESOTA

### ★ STACKS OF MAIL



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# upfront

■ edited by JARED GALL

**LOST IN TRANSLATION** — The Italian cavallo vapore (CV) and German Pferdestärke (PS) are equal to each other but less than SAE horsepower. Lamborghini converts the Huracán's 610-CV rating to 602 horsepower. But Audi will advertise the 610-PS R8 V-10 Plus at 610 horsepower, granting the R8 its first-ever edge over its Lambo platform-mate.



## REVEAL OF THE MONTH

# Linear Thinking

AUDI GETS ANGULAR WITH ITS NEW, INCREMENTALLY ADVANCED R8. *by Jens Meiners*

THERE'S A LOT OF UPHEAVAL and excitement going on in the world of German sports cars right now. Just not at Audi. BMW recently launched its plug-in hybrid i8, Porsche has announced plans to downsize and turbocharge the complete 911 engine lineup, and Mercedes is chasing said Porsche with the AMG GT S, its most focused sports car in decades. But with its second-generation R8, Audi is sticking to its established script—for better or worse.

### CHASSIS

The engineers in Ingolstadt—and particularly at Audi's Quattro GmbH high-performance subsidiary in Neckarsulm—started out with the platform of the first-gen R8 and turned it into the corpo-

The sideblade  
can come in a  
contrasting, body-  
colored, or carbon-  
fiber finish. We dig  
this contrast look.

rate MSS (Modular Sport System) architecture, which is shared with the Lamborghini Huracán. As with its predecessor, the new model's backbone is an aluminum space frame. Audi adds carbon fiber for the doorsills, central tunnel, and front-trunk tub, among other structural applications. Compared with the outgoing model, the gen-two R8 is roughly 100 pounds lighter, according to Audi.

The dimensions remain nearly identical. It's 0.6 inch shorter than the outgoing



## upfront

## REVEAL OF THE MONTH

car, at 174 inches long. At 76.4 inches, it's 0.4 inch wider; the 48.8-inch height is 0.5 inch lower. There is a relatively spacious front trunk, and the space behind the seats is designed to accommodate the all-important golf bag, in case you tire of your mid-engined supercar and want to do something really thrilling. The standard tires measure 245/35-19 front and 295/35-19 rear. Step up to the 20-inch wheels and the fronts maintain their footprint while the rears stretch the gap by nearly half an inch.

## POWERTRAIN

Initially, the new R8 will come only in V-10 and V-10 Plus models; lesser versions will be added later. Both V-10s are slightly modified versions of the naturally aspirated 5.2-liter in the outgoing R8, an aggressive high revver that is "old school" in the best possible sense. Redline is a lofty 8850 rpm, and even the basic V-10 cranks out a healthy 540 horsepower and 398 pound-feet of torque. That's equivalent twist to, and just 10 horses fewer than,

what the outgoing Plus model offered. In the new generation, the uplevel V-10 is rated at 610 horsepower and 413 pound-feet. Audi

predicts zero-to-62-mph sprints of 3.5 and 3.2 seconds for the regular and Plus, respectively. But seeing as we hit 60 from a standstill in just 2.5 seconds in the Plus's mechanical twin, the Lamborghini Huracán, we'll call those estimates sandbagged. Top speed is rated at an ungoverned 201 or 205 mph, 6 and 8 mph faster, respectively, than the 2015 car's performance.

As before, the torque is transmitted to all four wheels. The default front/rear distribution is rear-biased and fully variable, able to shuttle anywhere from 0 to 100 percent of the power to either axle. We are sad to report, however, that the R8's manual transmission is dead. The only transmission is a seven-speed dual-clutch automatic. Blame the R8 buyers who passed up the gorgeous and tactile open-gate six-

*The R8 has always been a bargain among mid-engined supercars, but it's never had competitive power. That's no longer the case, although its naturally aspirated torque curve peaks well below those of the turbocharged Ferrari and McLaren.*

	AUDI R8 V-10 PLUS	FERRARI 488GTB	LAMBORGHINI HURACÁN	MCLAREN 650S
BASE PRICE	\$190,000	\$250,000	\$240,000	\$270,000
POWER	610 horsepower	661 horsepower	602 horsepower	641 horsepower
TORQUE	413 pound-feet	561 pound-feet	413 pound-feet	500 pound-feet
CURB WEIGHT	3550 pounds	3400 pounds	3500 pounds	3050 pounds

Prices and curb weights are approximate.

speed in the previous-generation car. Audi tells us that only 20 percent of coupe and 35 percent of Spyder buyers opted for the third pedal in the U.S. That's actually not bad, but global totals were certainly lower.



**THE GATED MANUAL SHIFTER IN THE OUTGOING R8 WAS ONE OF THE AUTO INDUSTRY'S GREAT TACTILE DELIGHTS. SO, NATURALLY, IT WILL DIE WITH THE FIRST-GEN CAR.**



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## ■ INTERIOR

Like the new TT, the R8 features Audi's new "virtual cockpit." A large TFT monitor directly in front of the driver replaces all mechanical gauges with digital animations that can be customized to the driver's liking. Regardless of whether that strikes you as interesting or distracting, the HVAC controls—three knobs with integral displays—are an inarguably cool design embellishment.



AUDI'S "DRIVE SELECT" BUTTON OFFERS THE FOUR MODES OF THE OUTGOING CAR, PLUS A NEW PERFORMANCE SETTING THAT ALLOWS FOR FURTHER ADJUSTMENT ACCORDING TO THE ROAD SURFACE.

## ■ DESIGN

Think of the new R8's body as the old one rendered by a designer who misplaced his French curve. We'd call that a missed opportunity, especially considering what a landmark the first R8 was for the brand, and how much it did to vault Audi into the upper echelon of luxury-performance carmakers. To see this kind of incrementalism befall the brand strikes as curious at best and timid at worst. The chiseled lines do work well with the R8's proportions, but now that the Audi has the power to match the likes of Ferrari, Lamborghini, and McLaren, its comparatively conservative look is cast into stark relief.



### SHOTGUN BLAST

## A RIDE ON THE RIGHT SIDE

Audi wouldn't let us drive the R8 but did offer us shotgun position alongside one of its development drivers, DTM racer Frank Stippler. We can report that the 610-hp V-10 Plus is extremely fast, with linear power delivery and a soundtrack that reminds us of Formula 1's sonorous years. With the R8's rear-biased four-wheel-drive system, Stippler had no trouble coaxing it into oversteer, even on dry pavement. Audi has managed to engineer high limits into the car, yet the transitions are reasonably gentle and appear to be easily controllable. We look forward to our turn in the left seat.



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## ■ THE ROAD AHEAD

Besides another Spyder and a less powerful entry-level version, there will also be an electric R8 e-tron with up to 280 miles of range as the target. We drove the V-12 TDI concept of the previous generation, and we know Audi built prototypes with diesel V-8s as well. Either alternative powertrain could lure new customers, though neither is likely to replace all of them as R8 sales have now slowed to a trickle. Without the previous generation's groundbreaking styling, this one will have to rely on its 8850-rpm, 610-hp, naturally aspirated V-10—Audi's most powerful engine ever and one of the last in the segment without turbos. While those shopping for \$200,000 supercars aren't known for their reserve, that engine and \$50,000 in savings make for a heavy pros column.



# Chase Financial

PRICING OUT TINSELTOWN'S HITS AND MISSES. *by John Pearley Huffman*

ONE FORD MUSTANG and one Dodge Charger. That was all it took back in 1968 to create what is still considered the greatest chase scene in Hollywood history. A Dodge and a Ford were all *Bullitt* needed to conjure celluloid magic, if you don't count also needing half of San Francisco. Last year's *Need For Speed* put together a fleet of Bugattis, Koenigseggs, and a few cars that didn't yet exist, and nobody cared. When it comes to chase scenes, excellence doesn't require expensive sheetmetal or

exotic engineering. It just takes brave driving and daring filmmaking. So

we're taking a look at how the total value of the hero cars in a selection of pursuit scenes compares with each movie's goodness, expressed through film ratings on the popular website Rotten Tomatoes. To get comparable value figures, we took the total value of the cars at the time of the film's release and converted the

figures to current dollars. Below are our findings for a handful of greats, a few not-so-greats, and a couple of major stinkers.

## FAST & FURIOUS 6 (2013)

BMW M5, Dodge Challenger SRT8, Dodge Charger Daytona, Dodge Charger SRT8, Ford Escort RS1600, "Anvil" Ford Mustang, International MXT-MVA, Jensen Interceptor, Lucra LC470, Nissan GT-R  
Total: \$2,590,000  
RTR: 68%



The International MXT-MVA and the highly customized vintage Charger and Mustang are each individually worth more than the entire collection of vehicles from the original F&F film, even adjusted for inflation.

## THE FAST AND THE FURIOUS (2001)

Dodge Charger, Mazda RX-7, Mitsubishi Eclipse GSX, Toyota Supra Turbo, Volkswagen Jetta  
Total: \$460,000  
RTR: 53%

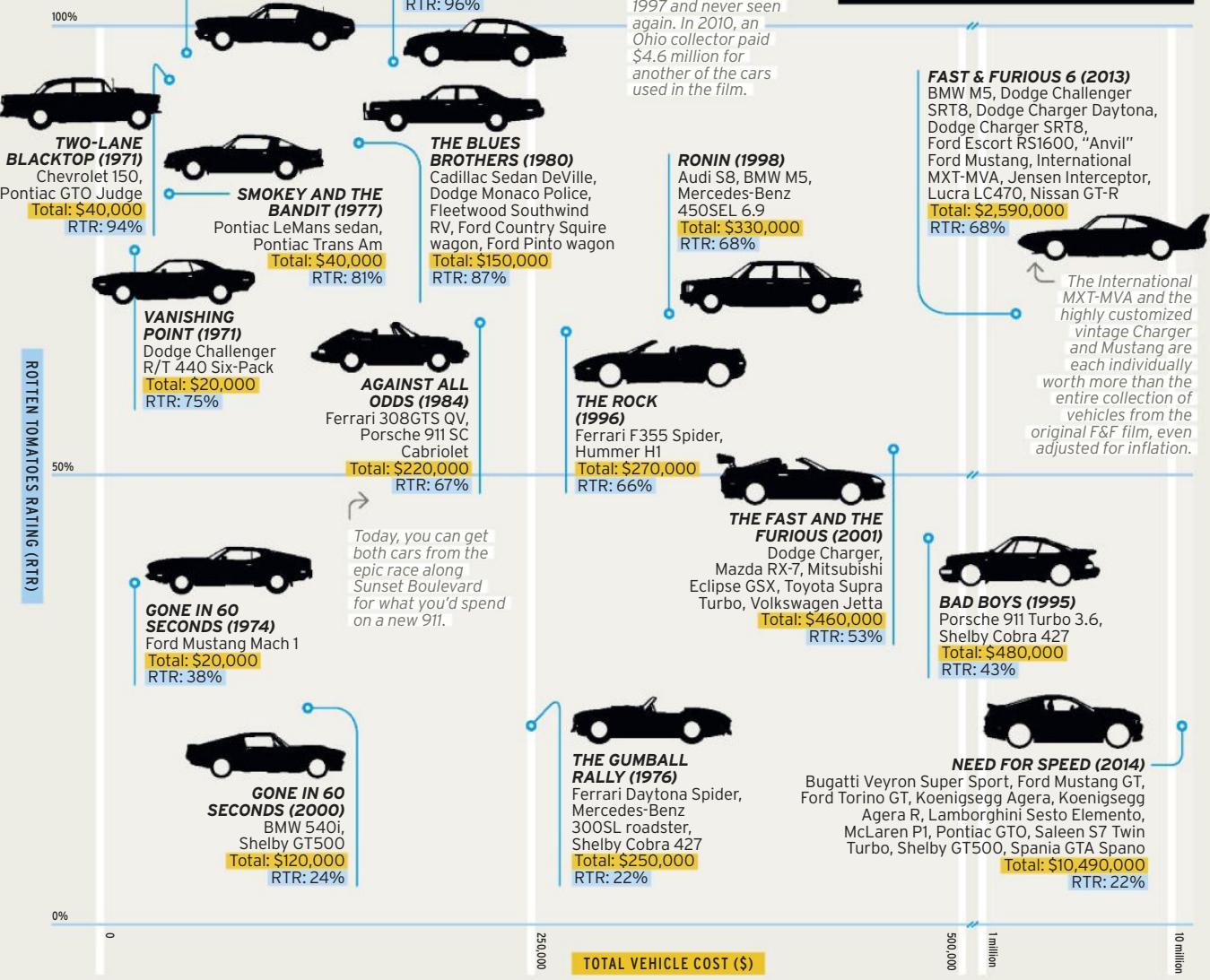


**BAD BOYS (1995)**  
Porsche 911 Turbo 3.6, Shelby Cobra 427  
Total: \$480,000  
RTR: 43%



## NEED FOR SPEED (2014)

Bugatti Veyron Super Sport, Ford Mustang GT, Ford Torino GT, Koenigsegg Agera, Koenigsegg Agera R, Lamborghini Sesto Elemento, McLaren P1, Pontiac GTO, Saleen S7 Twin Turbo, Shelby GT500, Hispania GTA Spano  
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RTR: 22%



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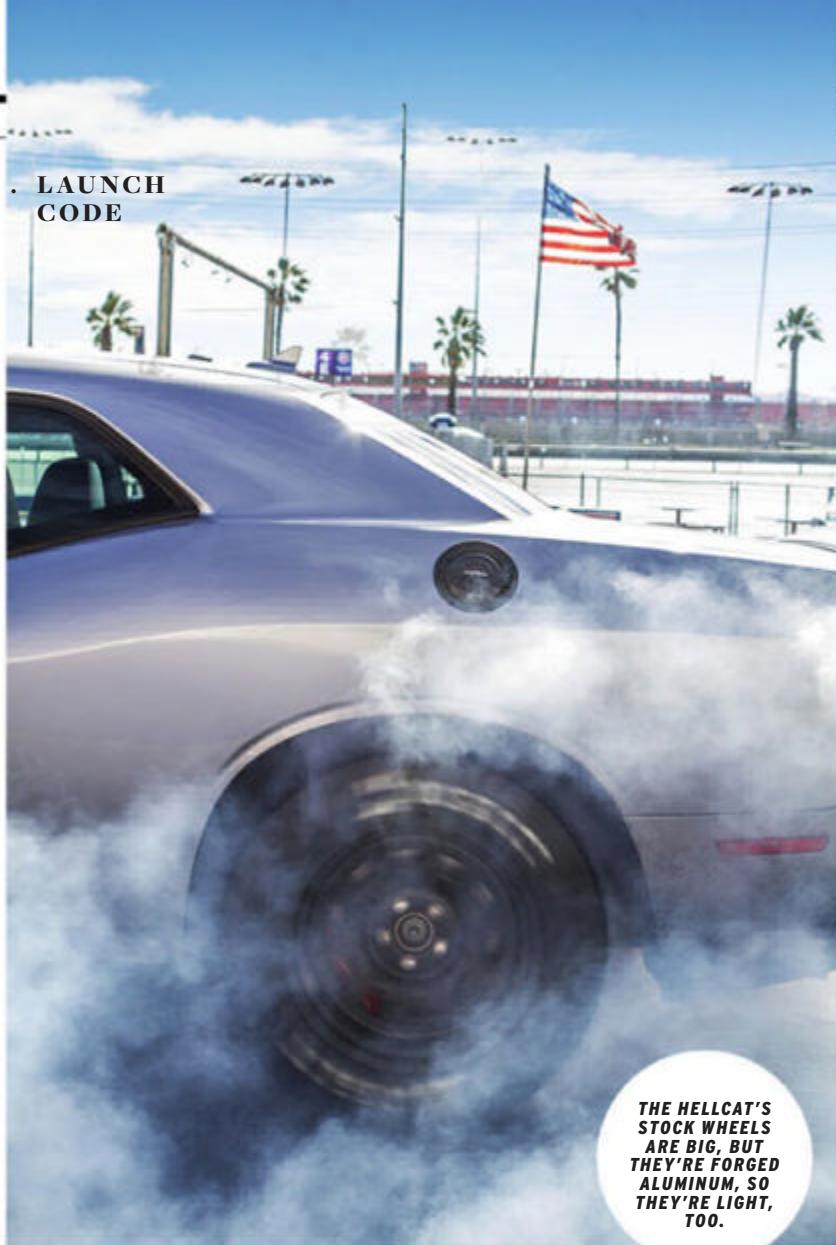
# Slicks on a Brick

WE HEAD TO THE DRAG STRIP IN SEARCH OF THE DODGE HELLCAT'S TRUE POTENTIAL.

by Aaron Robinson

MOPAR'S REPUTATION AT the drag strip has been secure for more than 50 years, ever since Chrysler CEO Lynn Townsend told his engineers to get busy building a modern Hemi to rule them all. If not a lineal descendant, the 707-hp powder keg in the Challenger SRT Hellcat is a spiritual scion of the 426 Hemi, and it's in a car that will turn mid-11-second quarter-miles right off the showroom floor.

Hmm, mid-11s? That's quick, but not nearly as impressive as the blown eight's output. Power is nothing without traction, and the stock \$60,990 Hellcat is



THE HELLCAT'S STOCK WHEELS ARE BIG, BUT THEY'RE FORGED ALUMINUM, SO THEY'RE LIGHT, TOO.



somewhat lacking in the latter. There are a few reasons, starting with the same slab-sided sheetmetal as lesser Challengers, which limits what tires can be fitted, plus a prudent corporate policy to spec street rubber that provides reasonable wet-weather traction plus 20,000-mile durability. That and

ANDY DURHAM'S SUPER STOCK CHALLENGER RUNS TWO SECONDS QUICKER THAN THE HELLCAT.

a tire-pressure recommendation that is safe for everything from a Minnesota winter to a high-speed run through Death Valley in July all add up to a compromise.

Like every drag rat in America, we wondered how the Hellcat would run with more-focused tires, so we rounded up two sets of alternatives, fit them to the driven wheels of a Hellcat automatic, and went to Auto Club Speedway in Fontana, California. We also decided to install a pro driver. Andy Durham

and his dad, Ron, are veteran SoCal racers who run a roaring 2011 Challenger Drag Pak with a Viper V-10 in regional NHRA events [see right]. Ron ran the pit for us while Andy did the driving. Also in attendance was Challenger SRT development manager Jim Wilder, a drag racer in his spare time. Unfortunately, Mother Nature showed up, too, with Santa Ana winds that blustered at up to 15 mph right into our Hellcat's face, slowing it down. But it was a handicap that applied to all of our tires, and when the time slips were spit out, the results were surprising.



## ▼ The Stockers

**Pirelli P Zero 275/40ZR-20 (106Y)**

PRICE: \$517 each

TIME SLIP: 11.5 sec @ 119 mph

Choosing tires for the Hellcat was no easy task, says factory man Wilder. "Because of the torque level, grip was a huge priority." In the spotlight were the Pirelli P Zeros fitted to the Chevy Camaro SS. But that tire's Y speed rating (186 mph) was deemed too low for the Hellcat, which has no limiter and can run close to 200 mph. Pirelli massaged the compound and cut the tread-block height for the Hellcat to create a (Y)-rated version, the parentheses denoting "tested at speeds greater than 186 mph." The 275/40 rear tire is not wide, but width only helps lateral grip, not longitudinal traction. To enhance the latter, you need to lengthen the longitudinal contact patch without dropping the pressure so low that the tire folds over on itself. Inflated to 32 psi, the Pirellis put the Hellcat through the quarter-mile in 11.7 seconds. We dropped the pressure to 24 psi to flatten the Pirellis out and roasted them a bit in the burnout box to warm them to the desired 150–200 degrees F. That knocked a couple tenths off the elapsed time, but Andy still had to feather the throttle on launch. As Wilder watched him struggle off the line, he noted: "You have to be gentle. If you slip the tire, you have to get completely off it, then feed it back on." Not an ideal way to drag-race.

## ▼ The Intermediates

**Nitto NT555R 275/40R-20 102V**

PRICE: \$325 each

TIME SLIP: 11.2 sec @ 122 mph

These grooved street-legal tires are made in Japan—it says so right on the sidewall—and what do the Japanese know about burnout boxes and Christmas trees? Apparently, quite a bit. So far, Nitto is the only company that makes a soft-compound drag radial that fits the stock 20-inch Hellcat rim, but it's V-rated, so don't exceed 149 mph with these fitted. That wheel sounds like silly equipment for drag racing until you learn that this giant aluminum forging weighs a mere 28 pounds. We set the Nittos at 20 psi, Andy did a burnout similar to the one he performed on the stock P Zeros, and the Christmas tree lit its lights. Right away, it was obvious that the car had better footing as the Hellcat moved out with a bawl not normally heard from cars with 100,000-mile powertrain warranties. Two-tenths of a second fell off the 60-foot time and three-tenths dropped off the quarter-mile. "I can definitely be more aggressive on the throttle," said our professional wheelman upon his return. The time slips agreed, even if a head wind cut the expected trap speed by at least 5 mph. The Nittos are expensive (though mid-pack here), but they can be installed at home and driven to the track, and their performance proved the best.

## ▼ The Slicks

**Hoosier Drag Racing 28.0/10.0-17**

PRICE: \$244 each

TIME SLIP: 11.4 sec @ 119 mph

These bias-ply meats are standard equipment at any serious drag meeting, and with raised white lettering and treads as smooth as rolling pins, they convey a distinct professional intent. The problem: Hoosier doesn't make the tire for a 20-inch wheel, so we had to go with a steel racing rim large enough to fit over the Hellcat's massive brakes. The Black Rock 942 17-inch all-black rim, at \$90 each, is an affordable and mean-looking item but not terribly lightweight at 40 pounds. The bias-ply Hoosiers on steel wheels outweighed the Nittos on aluminum rims, the reason we think the quarter-mile times slowed by a couple of tenths. Andy reported a squirmy rear end on his first run, but once he got accustomed to the, uh, vintage nature of the bias-ply, his confidence improved and his right foot got heavier. The 60-foot time, at 1.685 seconds, nearly matched the Nitto's 1.676 seconds, but the gap grew after that even though the wind was finally tapering off. We were only able to pull an 11.398-second ET out of the Hoosiers. The Durhams thought we might break into the 10s with the Hellcat, as has been done elsewhere, but not on this day with the Santa Ana winds, and not with these tires.

## ★ NOW IT'S GETTING SERIOUS

**SNAKES ON A LANE**

Bankruptcy. In the dark days of 2011, Dodge demonstrated that the show must go on by offering 50 Challenger Drag Pak cars to the public. Gutted of such amenities as rear seats and windshield wipers, and fitted with a two-speed slam-bang automatic parked behind an 8.4-liter Viper V-10, the Challenger Drag Pak could launch a team into NHRA Stock or Super Stock contention for a price starting at \$85,512. Roush Industries assembled the units for Dodge, and Arcadia, California-based racers Ron and Andy Durham took delivery of the first one off the line. Ron figures it makes 850 horsepower and 740 pound-feet of torque, and his car has run a 9.10-at-145-mph quarter while winning three Super Stock class victories at NHRA national events. Dodge has already shown a 2015 Drag Pak running an aluminum-block 426 Hemi Mopar crate engine. The show goes on. —AR



# Corner Worker

PORSCHE'S INNODRIVE CRUISE CONTROL WILL  
MAKE LAZINESS A VIRTUE. *by K.C. Colwell*

TODAY'S ACTIVE CRUISE-CONTROL systems can read the road, spot impending collisions, and automatically apply the car's brakes. A few even steer to some degree. Seemingly every new luxury car boasts an incremental upgrade—now with gopher detection!—but by decade's end, Porsche will debut an active cruise with one feature that no one else has mentioned: excitement. Its InnoDrive system will allow for cornering at up to 0.70 g. That's more sustained lateral acceleration than most casual drivers have ever experienced and the kind of g-force that has even seasoned lappers reaching for the oh-crap handles.

Currently under development by Porsche on winding two-lane roads outside Weissach, Germany, InnoDrive enlists all the usual suspects of semi-autonomous driving plus two extra pieces of data: the grade of the pavement and the radius of the turn, both of which are stored in the navigation system's database. This helps the car paint a three-dimensional picture of the road, allowing the onboard computers to set the speed for ultraefficient cruising and perfect 0.50-g turns (the approximate lateral limit in the middle of the three driver-selectable



We tried out InnoDrive in rally ace Walter Röhrl's Panamera Turbo. Think Porsche charged him \$2415 for the personalized carbon doorsills? Because that's what the custom work costs.

modes; the most efficient setting corners at 0.70 g). All the driver needs to do is steer.

InnoDrive's aim is to deliver the driver to a destination as quickly as possible while consuming the least amount of fuel. Those goals are not mutually exclusive, Porsche says, claiming that InnoDrive can diminish real-world fuel consumption by 10 percent while shortening drive time by 2 percent. The keys are minimizing deceleration for cornering—hence the high g-loading—and accelerating quickly, sometimes even at wide-open throttle, over short periods of time in the most frugal part of the engine's operating range [see sidebar]. Incremental fuel-economy gains come from speeding up ever so slightly just before an incline—rather than reacting to the grade after the car has slowed a bit—and braking or coasting when entering cities to perfectly match the car to the speed limit. InnoDrive operates with the precision of a dual-clutch downshift, except that doing its job takes longer than a quarter of a second.

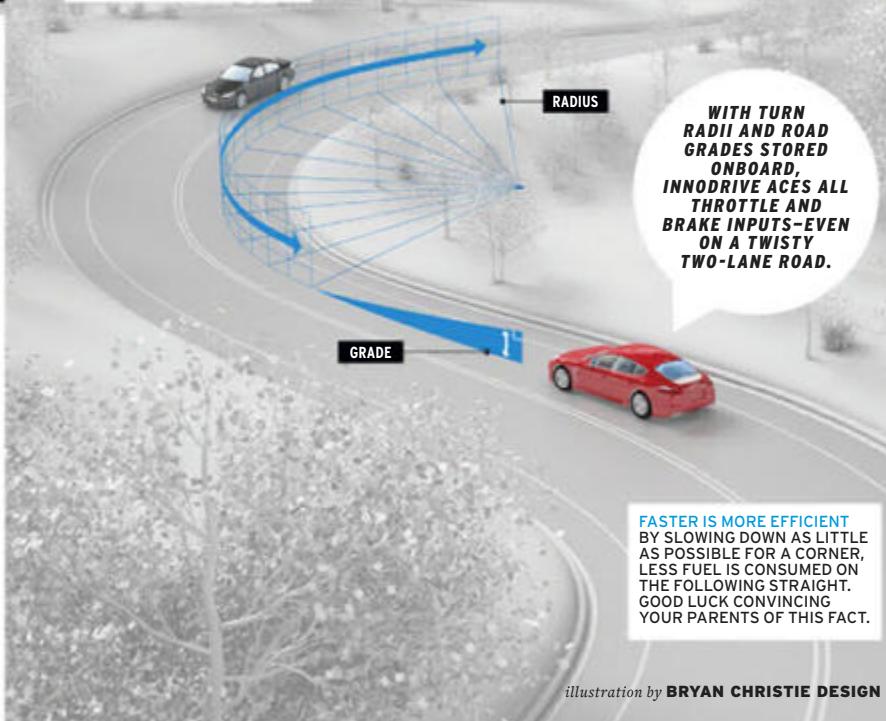
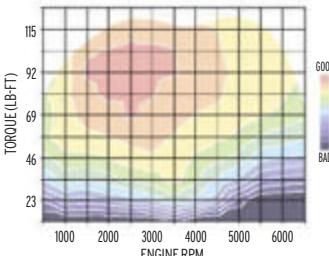
We sampled an early InnoDrive prototype over a 14-mile loop and can say that it is the most entertaining cruise control ever conceived. Pulling your feet off the pedals is a totally alien experience on a winding two-lane, but it's something the La-Z-Boy jockey in us could get used to. Plus, we welcome any sign that the encroaching automation of automobiles won't be totally boring.

**MODERATION IN ALL THINGS**  
MAXIMUM LATERAL  
ACCELERATION IS AN  
UNREALISTIC EXPECTATION  
FOR MOST DRIVERS.  
INNODRIVE OPERATES IN  
THE 0.50-0.70-G RANGE.

## PLEASE BE SPECIFIC

Nothing is more important to efficiency-minded engineers than an engine's brake-specific fuel consumption (BSFC), except possibly *Star Wars*. Unlike mpg, which indicates the distance traveled on a gallon, BSFC is the measure of how efficiently an engine makes its power. The lowest BSFC is the point at which the engine is making the most power from every gram of fuel, which is rarely at the engine's power peak. BSFC is always best at wide-open throttle near max torque. Engineers hunt for efficiency via maps like this, which plot torque versus engine speed versus fuel consumption. The rings are different for nearly every engine.

BSFC EXAMPLE



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# by John Phillips

THE ORIGINAL CROSSOVER.



**Seventeen years ago**, I was rather reluctantly serving as this magazine's executive editor. I remember one day making 57 phone calls. But a highlight of my tenure was Pippa Garner, the illustrator for our "Last Page." Her assignment in February 1998 was "Mass Transit for Car Nuts," and she came back with illustrations of a "Self-Propelled Parking Structure (Drive to work, even if your car doesn't run!)" and of an "Auto-Nomy Privacy Pouch," a car pod that slides into your subway seat, allowing you to "do anything(?) you could do in your own car." It was the first time I'd heard the term "autonomous car."

Today if you ask Pippa's age, she'll tell you, "It's complicated." Everything in her life is complicated. She (then he) underwent transgender surgery in Brussels in 1993. "I should

have rented the video and done the surgery myself and saved \$5000," she says. One reason she went from being Phil Garner, a Vietnam veteran, to Pippa Garner, an acutely creative illustrator, was because "I no longer wanted to be the same sex as God." Plus, Phil was kicked out of three art schools. So, Phil/Pippa is now 72, "but my tits are only 25," she reminds, "so I guess you could average that out to late 40s."

When Phil was young, he'd cry at accident scenes. "Not for the human casualties but for the twisted sheetmetal," says Pippa today. "I began drawing as soon as I matured enough not to eat the crayons. Wheels and objects in motion were my themes, not unlike the Italian Futurists a couple decades earlier."

Unlike the Italian Futurists, Phil went on to load axles at the Chrysler Lynch Road gear-and-axle plant in Detroit. "My personal car at the time was a 1950 DeSoto, which cost \$40. A feature was an organic air horn that consisted of a large funnel behind the grille and 10 feet of garden hose leading into the passenger compartment, capped with a tuba mouthpiece. I could play reveille on it." Phil's dream cars included a 1941 Ford two-door convertible—"cars of that era actually looked like they were intended for carrying people"—as well as a 1949 Divco stand-up milk truck governed to



► **Phil was on The Tonight Show, Pippa on Monster Garage.**

35 mph and a 1977 AMC Pacer whose roof he sliced off.

Next came a 1959 Chevy Biscayne whose nose replaced its tail and vice versa. "Once it existed in sketch form, the momentum to bring it to life was overwhelming," she recalls. "The car epitomized the phrase 'Looks like it's going forward when it's standing still.' The impact on unsuspecting traffic was a sort of inversion of today's distracted driving—the danger being in your face, instead of on your lap. I could have caused a 50-car

pileup without breaking the law. Terrorism meets art."

Then there was the '68 Buick LeSabre Boat Car "featuring a functional flying bridge and a stern adorned with a plaque stating 'LONG TIME, NO SEA' in rope lettering. It was, and still may be, in the Petersen Automotive Museum."

Ms. Garner next focused on a series of Human Powered Vehicles, of which her most famous was a '72 Honda N600 side-by-side recumbent quadricycle, dubbed the "World's Most Fuel-Efficient Car." "It was a major hit at Burning Man '06," she claims, "and has been in storage since being displayed in the Gallery of Functional Art in Santa Monica."

She appeared once on *The Tonight Show* and twice on Jesse James's *Monster Garage*, where she had just commissioned a one-passenger stretch limo when the show was canceled. "It had a fighter-plane cockpit situated about three-quarters of the way back," she says. "The vast enclosed space could be used for human contraband, à la Trojan Horse."

Her view of autonomous cars? "Window blinds will make a big comeback and so will those suction-cup steering wheels they used to have for kids." In the meantime, she's made a series of satirical YouTube videos, one of which was shown at a Paris museum in March.

I once toured the Detroit auto show with Pippa, whose shirt bore the legend

"The Original Crossover" (versus her previous day's shirt that said, "I was on life support, but I got away"). "Nowadays it's harder to turn heads," Pippa admits, "but there are subtle ways. Clown shoes still raise an eyebrow." When the time comes, she plans to donate her remains, "but for culinary purposes only."

Fifteen years of *C/D* illustrations (1995 to 2010) was evidently enough. Right now, Pippa resides in Los Angeles, hoping to land a few acting roles. "I'm happiest when I'm making an ass out of myself, so I might be star material," she says. "But I'm bound to test the validity of William Blake's immortal words: 'If the fool would persist in his folly, he would become wise.'"

If Hollywood embraces Pippa, you'll likely know it. One of her legs is tattooed to resemble American oak, and she has a tattooed red bra with \$600 of Monopoly money tucked in the strap.

You just don't get stuff like this in *Motor Trend*. ■

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# by Aaron Robinson

 **THE MOST EXCITING THING ON DISPLAY IN DETROIT WAS DETROIT.**



**"So what do you think of the show?"** This inanely amorphous question is a way of making idle chitchat with the acquaintances you bump into roughly every 17 feet at an auto show. It's also a question posed by journalists intent on polling colleagues about what it all means, about what's really going on out there. Every auto show gets painted by the media with a theme, a thing, a nutshell, a leitmotif. It could be green tech, horsepower, infotainment, recession, resurgence—all are potential candidates for befuddled writers and broadcasters trying to sound clever through concise distillation of a complex industry. The auto media likes to use itself as its primary focus group, and should you answer the question with a smart opinion, in 20 minutes you may hear somebody parroting it as their own on *All Things Considered*.

Another thing I hear a lot as journalists shuffle out on the final day is that "the show wasn't that good." As if an international auto show is a summer stock production in need of a one-thumb review. Luckily, this year's Detroit show in January was deemed "pretty good" by those who volunteered their opinion to me. A reference to the Ford GT [see page 62] usually followed as evidence of the show's goodness. Well, duh. The GT is a Hot Wheels in full scale, a teenage doodle of a car that looks as if it's been stepped on, as my mom used to refer to all the exotics I craved as a kid. And Ford kept it secret right up until it rolled onto the stage, creating that rarest of emotions at a modern auto show: surprise.

Without the GT, Detroit's performance might have slipped on the media's binary rating system, from "pretty good" to "not that good." Sports cars are the darlings, but the only other truly new two-seater unveiled was the Acura NSX, which felt a bit like old news. Personally, I prefer to rate auto shows based on the drama. And by drama, I mean the stakes. Unveil a new Camry or Accord, two of the bestselling cars in America and the payer of many thousands of mortgages and college funds, and your show gets a "good" rating from me. There were no new Cam-

rys or Accords in Detroit, but there was some infinitely more important (if far less glamorous) drama happening than the GT.

Near the GT, for example, was the new Lincoln MKX crossover based on the Ford Edge. Sure, yawn if you like, but Lincoln is serious business to Ford. Last year, Lexus outsold Lincoln in the U.S. by more than three to one; Cadillac beat Lincoln by almost two to one. But the brand also grew faster than Audi, BMW, or Lexus last year, and the MKX is a key step in a plan to revive Lincoln as an international luxury

merchant. Another good move would be ditching the confusing and silly model designations Lincoln stuck us with in 2007. Zephyr was an amazing name for a car, as was Aviator, yet they rot in Lincoln's library while sensitive egos refuse to acknowledge past mistakes.

Detroit '15 also had pickup-truck drama. Nissan unveiled its new Titan, for which the company should be paying design royalties to Ford. Considering that we've waited 11 years for it, the new Titan was shockingly bereft of fresh ideas. Maybe Nissan should have never left California. Meanwhile, Hyundai wowed all with a uni-body pickup called the Santa Cruz, a vehicle so soaked in company politics that it glowed with radioactivity. In short: The U.S. created the Santa Cruz and wants it, but Korea thinks a Hyundai badge on a pickup, which they see strictly as a working vehicle, would be sacrilege in developed markets and a retreat from all the brand upscaling the company has labored at these many years. No doubt, they've also Wikipedia'd the brief, sad history of the Subaru Baja. And they must realize that a nascent effort in D.C. to eliminate the chicken tax portends a flood of cheap imported pickups. Really, Kia should sell the Santa Cruz if anybody does, but that opens a whole other 55-gallon drum of worms. The Santa Cruz seems DOA.

There was other drama in the hall, but the best story of the show was outside on the frigid streets. Life is returning to a city that the world had given up for dead. Driving around, gaping, I nearly hit someone in Cadillac Square. Not a shuffling bundle of rags, but a couple holding hands, heading to an ice rink filled with skaters. Cruising up Woodward from downtown to the New Center area, near the old GM building, I noticed that nearly every storefront is either occupied or being worked on. Construction signs front weedy lots, and bistros and wine bars have sprung up in places long ago abandoned by regular commerce.

I called my brother, Steve, who works locally in big-time real estate. He said: "Yeah, there's a two-year waiting list for apartments in Midtown. We've looked at some properties, but everything has gotten so expensive. There's more activity in Detroit than we've seen in our lifetime."

Up Gratiot, out Michigan Avenue, in Corktown, and all along the neglected waterfront, the Motor City is in motion again. It was a pretty good show indeed. ■



**Caught on camera: real live people in Detroit having fun.**



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# by Ezra Dyer

THE TEMPTATION OF THE OVERKILL TRUCK.



**In 1987, my parents bought** their first new truck, a Dodge Ram D150. The Big Dodge Ram, as it came to be called, was so sparsely equipped that it should have come with a vow of celibacy. It had a manual trans hooked to an overtaxed 95-hp slant six. You sat on a bench seat and your headrest was the glass immediately behind your noggin. For options, it had stripes.

As a kid, I thought it was the coolest truck in the world. As a teenage driver, my opinion was probably a little different, but the Dodge served nobly during the winter months when my IROC was encased in an ice fortress. No, the Ram wasn't four-wheel drive. But I've found that if you drive fast enough toward an obstacle, it's kind of like having four-wheel drive.

Now, not to sound like Grumpy McGrandpa, but these days trucks are different. Of course, they're way better. But they're also way more expensive. The Ram cost \$9995, which means that today it would cost a little less than \$21,000. A few months back I drove a rear-drive, cloth-seat Chevy Silverado V-6 that cost \$36,000. Extended cab, not even a four-door. Throw four-wheel drive on it and you crowd the price of a Mercedes-Benz C-class. Lord, won't you buy me a Z71 4x4?

And that's what you pay for a modest truck. I just drove a Ford F-150 King Ranch that cost more than \$60K. The cowboy motif—evoking the wide-open spaces of your wallet—isn't really my thing, but the EcoBoost King Ranch is one gorgeous truck. It's got twin turbos and an aluminum body, just like the new Ferrari 488GTB. The seats were heated and cooled and trimmed in the supplest of hides. When you're helming the (heated, multi-functional) wheel of the mighty King Ranch, all other drivers are knaves. Bow down before my LED headlamps!

One time I drove the Ram through a chain and didn't notice. The school had a new chain across one of the parking-lot entrances, but there was no flag or sign on it, so I didn't see it as I pulled in. I heard it, though, as the Dodge's chrome front bumper casually tore the chain from its concrete stanchions. There was no apparent damage to the truck. Can you drive a new



**This is a pickup truck. It is not fancy. It can haul hay.**

F-150 through a chain? You probably could, but I bet you'd feel bad about it.

And therein lies the dilemma for the new-truck buyer. Trucks are so very nice, and so expensive, that you get anxious using them as trucks. I used a \$62,000 GMC Sierra 2500 Denali to haul a yard of gravel for my driveway, and cleaning out the bed took me twice as long as the trip to get the gravel. Somehow I got rocks inside the tailgate, so I had to take that off, which meant wrestling with the wiring harness for the backup camera. The harness isn't

quite long enough, almost as if GM figures that nobody will ever need to remove a Sierra Denali tailgate for the purpose of pebble extraction. And on that count, they're probably correct.

Excessive fanciness might even make your truck the object of ridicule. A couple years ago I drove an F-350 to a Patriots game, and my parking space was too narrow for the Dumbo-ear outside mirrors. So I hit a button and conveniently telescoped them in, the sight of which caused a nearby tailgater to point and laugh. It doesn't feel good to get laughed at by a guy in a Starter jacket.

Now, you might point out that nobody is forcing you to buy the Rancho Supremo Rodeo Master Cowpoke Deluxe version of your favorite truck. Every company makes a basic work truck, but it's ever so tempting to pile on the options. Even when I'm indulging in the make-believe of online configurators, I have a hard time resisting. I begin with a basic truck and then start saying: "Well, I'd want the V-8. And four-wheel drive. And I'd probably get at least an extended cab. And the locking differential would be nice. Bedliner and trailer package, obviously. And when you're hooking up a trailer, a backup camera is really helpful, so let's get the convenience package. Does that come with satellite radio? No?" And then I check the option for satellite radio on the imaginary truck that I'm not buying because, even hypothetically, I can't stop myself from spending big dough on a pickup.

This is why I'm a bad person to consult for truck-buying advice. Recently, a friend told me he was looking at 2015 GMC Canyons and wondered what other trucks he should try. I told him to check out a few full-size models, too, because a leftover Ram or F-150 might slum it down into the Canyon price range once all the discounts are figured in. And he dutifully drove a Hemi Ram, an F-150, and a Silverado. A few days later he texted me a photo of his new truck: a \$23,000 Canyon, four-cylinder and manual transmission, two-wheel drive. It's about the most basic new truck you can buy. And he loves it.

I admire his honesty, his self-control, his acknowledgment that you don't need to roll around in a jacked-up battlewagon just to haul a stepladder or a few bags of mulch now and then. His truck is rational, as the Big Dodge Ram was in 1987—just enough truck, no more. I respect that. But me? I would've sprung for the Hemi. ■



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Go  
Places



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VOLCANO.**



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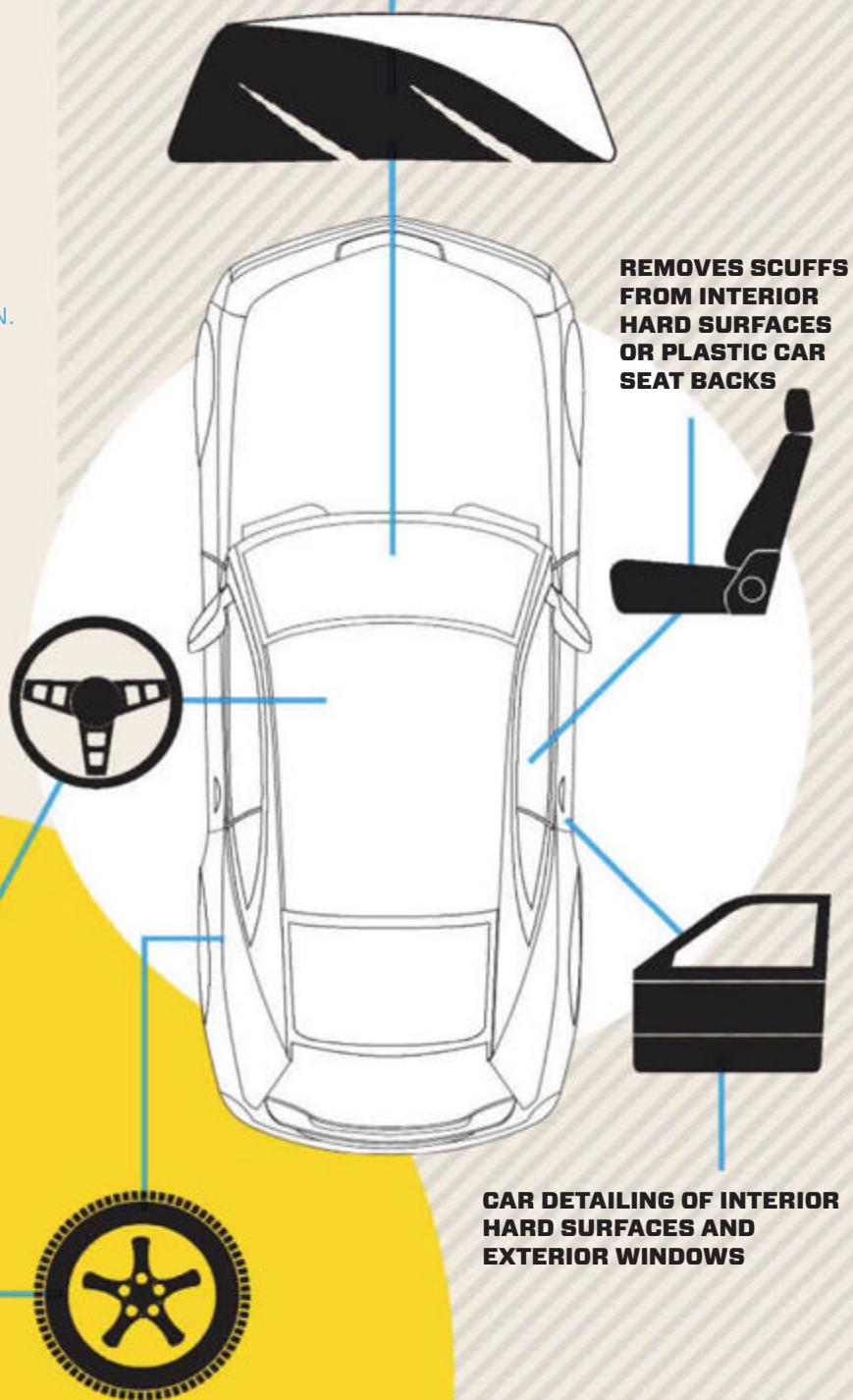
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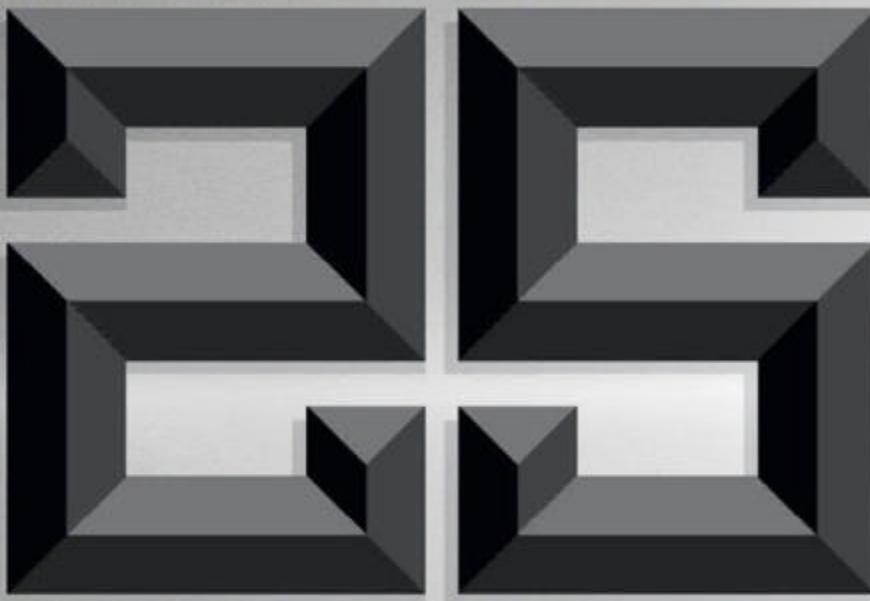


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# CARS WORTH WAITING FOR



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SPOILER ALERT:  
THE FORD GT HAS  
MADE OUR LIST OF  
25 CARS WORTH  
WAITING FOR.



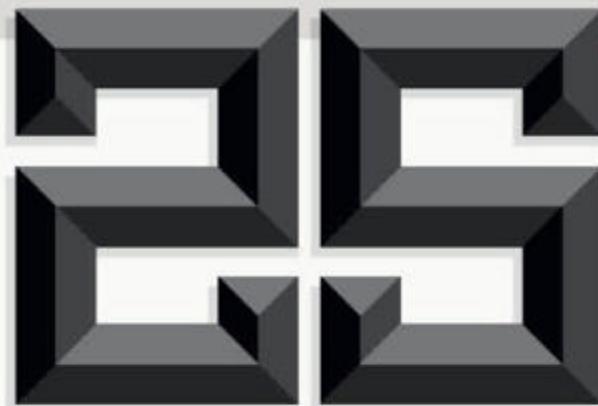
These are the vehicles that make news each time they shed a bit of camo or whenever a jet-lagged executive reveals a detail about a redesigned wiper stalk. Mere rumors of their existence accelerate competitors' product cycles. The wait to drive them—one, two, sometimes even three years—is rewarded with hoped-for revelations in advanced technology, structural integrity, mass reduction, fuel economy, features, and acceleration. Fun, too.

Curating this stream of information is nearly as

fraught as managing the billions it takes to develop a new model. We beg and borrow insights from around the business, tap sources, and hold our bladders until after the wine glasses have been cleared from the dinner table before asking questions. This year we are even ranking them, counting down to the one that's most worth waiting for.



***Let's do this.***



## 2018 CHEVROLET BOLT

**WHAT IT IS** A four-door, battery-powered hatchback cube that's more substantial than Chevy's diminutive-yet-entertaining Spark EV.

**WHY IT MATTERS** Bolt will complement the new, second-gen 2016 Volt in Chevrolet showrooms while also helping to amortize some of GM's electric-car development costs. Chevy wants the Bolt to be the first affordable EV lunchbox with a 200-mile range, counting on both mass-market sales to all the commoners who can't splurge for a Tesla, and public acceptance of GM's broad definition of the word "affordable."

**PLATFORM** GM's global small-car architecture that underpins the Sonic sedan and hatchback, with production taking place at the same plant north of Detroit that assembles the Sonic and Buick Verano.

**POWERTRAIN** A compact electric motor and direct-drive gearbox likely

evolved from the Spark EV's, but with a much larger lithium-ion battery pack from GM supplier LG Chem. (GM has not revealed the cell type or the location and configuration of the pack.)

**COMPETITION** Used BMW i3s, next-gen Nissan Leaf, forthcoming Tesla Model 3.

**WHAT MIGHT GO WRONG** Real-world range may not be as grand as advertised, and low gas prices could hamper the appeal of EVs in general, even though California and other states still require them to be sold. Let's hope the stubby concept doesn't get any dorkier-looking on the way to production.

### ESTIMATED ARRIVAL AND PRICE

The Bolt will sticker for less than 40 grand when it goes on sale in 2017 as a 2018 model, and tax credits should cut the bottom line down to around \$30,000. But EVs often trade on heavily subsidized lease prices that seldom relate to MSRP.



## 2017 VOLKSWAGEN BEETLE DUNE

**WHAT IT IS** A lifted and fat-tired take on the Beetle aimed at elderly Baja 1000 vets yearning for their lost youth, and active-lifestyle types who fear that settling for a generic crossover might blemish their extreme reputations.

**WHY IT MATTERS** The current Beetle's demographic has solidified, and the Dune seems like an easy way to expand its appeal without the cost of engineering a new vehicle. Conjuring images of wild '70s beach orgies can't possibly be bad for business, can it?

**PLATFORM** VW's PQ35, just like the standard model. The Dune is essentially a Beetle with 1.1-inch-wider tracks, two additional inches of ground clearance, and flared fenders for 2.2 inches of extra width.

**POWERTRAIN** The same 210-hp, 2.0-liter direct-injected turbo four that powers the Beetle R-Line. Despite its off-roading pretensions, the Dune is a front-driver with no four-wheel-drive version planned.

**COMPETITION** Chevrolet Trax, Honda HR-V, Jeep Renegade, Mazda CX-3, Nissan Juke, Meyers Manx.

**WHAT MIGHT GO WRONG** When the Dune hits the street, it'll be a unicorn. Few buyers shopping for a compact crossover or, for that matter, a new Beetle, are likely to be swayed by its unusual personality. Ski bums and snowboarders will surely be put off by its small cargo volume, lack of four-wheel drive, and the fact that it's not an '86 Toyota 4Runner.

**ESTIMATED ARRIVAL AND PRICE** We expect to see the Beetle Dune in early 2016, levied with a small premium over the R-Line. Figure it'll be in the high-\$20,000 range.

# twenty-three

## 2017 RAM RAMPAGE

**WHAT IT IS** A Fiat-based Dodge Dakota replacement to serve as the entry point for the Ram brand.

**WHY IT MATTERS** The Rampage will exploit Fiat's small-truck expertise (yes, it has some) while expanding the Ram product range. And the right-sized Rampage shouldn't poach lucrative full-size pickup customers.

**PLATFORM** The Fiat Strada

truckette sold in Europe, Mexico, and South America has a unibody in front- or four-wheel-drive layouts. A four-door version is part of the new generation due next year. To skirt the chicken tax, FCA's Toluca, Mexico, plant is the inevitable Rampage manufacturing site.

**POWERTRAIN** Turbocharged 1.4-liter and naturally aspirated 2.4-liter four-



cylinders, mated to six-speed manual and nine-speed automatic gearboxes.

**COMPETITION** New mid-size pickups from GM, Honda, Nissan, and Toyota, plus mint-condition Subaru Bajas.

**WHAT MIGHT GO WRONG** Low gas prices could postpone the arrival of pickups that don't blot out the sun.

**ESTIMATED ARRIVAL AND PRICE** Late next year, with a base price around \$17,000.

. TWO TO MAKE IT RIGHT . by Davey G. Johnson

## 2017 MERCEDES-BENZ C-CLASS COUPE

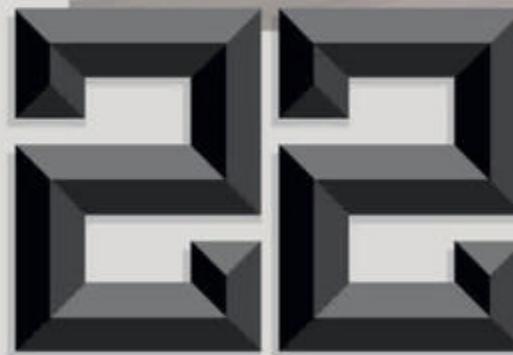


When the last C-class made its debut, the exterior aesthetics were right-on, but the interior was quite a bit off. During a period where BMW finally felt compelled to dispense with cheap-as-free cabins, and Audi's across-the-board improvements resulted in positive unit-shifting juju, the C's insides reeked of the DaimlerChrysler peace dividend. Which is to say, costs were cut. Worse, the car itself was of little note dynamically, the mighty C63 AMG Black Series notwithstanding.

With the CLA now pinning down the bottom end, Daimler has presumably felt free to sweat the details without chasing low, low lease payments. The C sedan that hit highways last year immediately earned praise for being a 3/4-scale S-class. We actually walked out of a store recently and tried to get into the C we'd rolled up in, only to find ourselves flummoxed as to why the car wouldn't unlock. It took a moment before we realized we were trying to enter somebody else's S550.

While the smaller sedan might aspire to the S-class's laid-back sophistication, the 2017 C-class coupe won't. Expect a broad-shouldered, butch variant. Our sources suggest that Benz is chasing the BMW 4-series hard. And in flaming-currywurst trim, the 503-hp 4.0-liter twin-turbo V-8 available in the C63 AMG S model should deliver a swift knee to the sternum.

Following Ingolstadt's lead, the 362-hp C450 Sport and C63 AMG S variants will feature four-wheel drive as standard, with the



AMG S model receiving Affalterbach's sport-biased 33/67 front/rear torque split. The basest of base C coupes will feature two driven wheels, so smoky-burnout aficionados are advised to opt for the regular-grade C63, which sacrifices 34 of the S model's ponies but remains rear-wheel drive, as God and Shirley Muldowney intended.

The C300 coupe should roll out early next year, followed by convertibles offered with the full array of powertrains just in time for summer. The C450 Sport and C63 AMG coupes arrive in fall 2016. With the next Audi A5 and Infiniti Q60 also due in 2016, the 4-series, Cadillac ATS, and Lexus RC will suddenly find themselves the old dogs of the segment. After a somewhat sleepy period for the luxury sports coupe, we're more than pleased to see so many manufacturers taking the category seriously again.

## FORECAST: CLOUDY

Manufacturers' product plans are subject to change, prompting these updates of our past predictions—some wrong, others just not right.

**DEAD:** Structural changes needed for the convertible Scion FR-S and Subaru BRZ killed any hope of profitability.

**SWAPPING PARTNERS:** Alfa Romeo nixed the deal with Mazda to share the new Miata. A Japanese-built turbo version will instead arrive next year as the Fiat 124 Spider.

**UNPLUGGED:** Deciding that mainstream models made more sense than a restyled Nissan Leaf, Infiniti shelved its electric sedan, shown in concept form with inductive charging.

**DELAYED:** To make the Ferrari FF coupe more palatable, Maranello will go beyond a fresh wrapper, adding more prancing horses in the V-12, an eighth gear in the transmission, and a lower-cost twin-turbo V-8 edition. Revising the game plan postponed the car's arrival until next year.

**RESCHEDULED:** Strong Macan and Panamera sales—and tough competitors—have moved Porsche to delay its smaller sedan, the Pajun (Panamera JUNior), until 2018.

**MISSING IN ACTION:** The rear-drive Dodge coupe we forecast as a 2015 SRT Barracuda built on Fiat underpinnings is gone from FCA's current five-year plan.

**PATIENCE:** Buick's Grand National and GNX won't show this year but are still under development for introduction within 24 months.



## 2018 MERCEDES-MAYBACH PULLMAN

**WHAT IT IS** The luxurious Maybach S600 put onto the rack, stretched

to more than 21 feet long, stuffed with enough extravagant trimmings to choke a Trump, and proffered for the pleasure of the one-hundredth of one-percenters. Notable features include a pair of emperor-class executive rear seats; jump seats for aides-de-camp, bodyguards, or mere hangers-on; an audio system tuned

specifically to the ear of the buyer; and Magic Chauffeur Control, a glass partition that can be lowered or made opaque at the press of a button.

**WHY IT MATTERS** To you? It doesn't. To its owners, though, the Pullman is proof that they really are better than the rest of us. And to Mercedes, it serves as evidence that the brand, having tripped over its own champagne magnum with its previous Maybach experiment, can deliver a hyperluxury bolide to compete with Rolls-Royce. Also, the Pullman name was just sitting around collecting dust.

**PLATFORM** Somewhere under all the splendiferousness lie the W222 bones of the current S-class, but with a prom-limo

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## 2017 HONDA RIDGELINE

**WHAT IT IS** Honda's second crack at the pickup market, a revived unibody mid-sizer that's less of a raked-bedrail oddball than the original.

**WHY IT MATTERS** The first Ridgeline had its fans—us included—and some novel features, such as a two-way tailgate and a lockable trunk/beer cooler recessed in its bed. But it also had critics, traditionalists who insisted that trucks without separate frames are as useless as stockings without garters. A decade has now passed since that

first Ridgeline launched and, with unibody crossovers having all but supplanted body-on-frame SUVs, the market might be more accepting. Honda's bean-counters are no doubt remembering the Ridgeline's strong initial sales, before everyone including Honda lost interest in it. And they're certainly calculating what an additional 40,000 to 50,000 annual units will add to the bottom line.

**PLATFORM** A fortified version of Honda's light-

truck platform that made its debut in the 2014 Acura MDX. It also underpins Honda's new Pilot.

**POWERTRAIN** The Ridgeline will share the 2016 Pilot's direct-injected 3.5-liter V-6 and six-speed automatic, as well as its four-wheel-drive system. Output should be similar, at close to 300 horses. Cylinder deactivation will help the new truck achieve much-improved EPA numbers.

**COMPETITION** While Honda sometimes acts as if it's competing only with itself, there's a whole world of full-size pickups as well as new mid-size models from GM, Nissan (coming), and Toyota to fend off.

**WHAT MIGHT GO WRONG** It may turn out to be a Japanese pickup. Also, truck buyers may still shun a pickup that shares its genetic material with a minivan.

**ESTIMATED ARRIVAL AND PRICE** Fall 2016, with an MSRP starting at \$30,000.



# 2017 JAGUAR F-PACE



173.9-inch wheelbase that is more than four feet longer than that of an S550 sedan.

**POWERTRAIN** Contrary to rumor, the Pullman does not come with a complement of galley slaves. Rather, motivation comes from a hulking 6.0-liter V-12 strapped with two turbochargers and good for 523 horsepower and 612 pound-feet of torque.

**COMPETITION** Bentley Mulsanne, Rolls-Royce Phantom, the war elephants of Genghis Khan.

**WHAT MIGHT GO WRONG** The usual things: revolution, the return of the guillotine, world peace, a doubling of the capital-gains tax, the restoration of Glass-Steagall.

**ESTIMATED ARRIVAL AND PRICE** U.S. sales (if they happen) are at least a couple of years out, but the first cars will be delivered elsewhere in early 2016. Prices start at nearly \$600K for unarmored models, not that you would need to ask or anything.

**Only a decade** or two behind trend, Jaguar will soon have its first sport-utility vehicle. Once content to let corporate brother Land Rover handle the SUVs, Jaguar sees a desperate need to grow sales via a more complete luxury catalog. We fearlessly predict that the F-Pace will quickly become Jaguar's best-seller. It should easily outsell the entire current lineup, which garnered a relatively paltry 16,000 sales in the U.S. last year (Land Rover moved more than 51,000 units).

Under the F-Pace's aluminum skin is a new alloy-intensive platform that also underpins the BMW 3-series-fighting Jaguar XE and the next-generation mid-size XF. That means a longitudinally mounted engine and possibly a rear-drive-only F-Pace, although four-wheel drive is a certainty. A wheelbase stretch from the XE's 111.6-inch inseam will provide extra rear-

seat space and should make the Chinese market happy.

Jaguar's 340-hp 3.0-liter supercharged V-6, a strong and smooth engine thanks to counter-rotating balancers, will be the initial top offering. This 90-degree V-6 joins a turbocharged 2.0-liter four, part of Jaguar Land Rover's new Ingenium engine family that finally weans the company off Ford four-cylinders. Both engines connect to the eight-speed automatic shared with the XE. Four-cylinder diesel engines will be available to customers in the rest of the world and might, eventually, make it to the American market as well.

We expect the F-Pace to land in the fall of 2016 as a 2017 model. Pricing should easily undercut the Porsche Macan's \$50,895 entry fee, matching up closer to other competitors' starting stickers at just over \$40,000. The supercharged six will likely command more than \$50,000.



SOME MIGHT NOT LIKE  
THE IDEA OF A JAG SUV, BUT  
WE PREFER TO JUST SCOFF  
AT ITS SILLY NAME.



A MERCEDES-BASED,  
INFINITI-STYLED  
CROSSOVER-HATCH  
THING? SURE,  
WHY NOT?

## 2016 INFINITI Q30/QX30

**WHAT IT IS** Infiniti's first compact since the Nissan Primera-based G20, a car whose taxicab styling had all the excitement of the economic summit of the same name. By comparison, the hatchback Q30 is Putin galloping in on horseback, shirtless and chuckin' missiles.

**WHY IT MATTERS** The four-door Q30 hatch will slot into the lineup beneath the Q50 sedan. And because that lineup isn't confusing enough, there will also be a QX30 using the same sheetmetal but crossoverized with more cladding and a slight lift. Nissan's luxury division wants to play in the same down-market space that Audi, BMW, and Mercedes-Benz have recently entered, but recognizes that going tête-à-tête will require more

than just fielding correlative products. Appealing to younger buyers, however, could prove easier and more rewarding in the long run for Infiniti than trying to battle the Germans on higher ground, their traditional areas of strength.

**PLATFORM** Speaking of Germans, the Q30 grew out of Renault-Nissan's partnership with Daimler. The Q30 uses the same transverse-powertrain architecture as the Mercedes-Benz CLA and GLA.

**POWERTRAIN** Mercedes' generosity doesn't quit with the platform; Benz also provides the matching turbocharged 2.0-liter four-cylinder. Expect anywhere from 220 to 250 horsepower, with a sport model seeing slightly more, though nowhere



near what the CLA45 AMG produces. Front- and four-wheel drive will be offered.

**COMPETITION** Acura ILX, Audi A3/Q3, BMW 1-/X1-series, Lexus NX, Mercedes-Benz CLA/GLA.

**WHAT MIGHT GO WRONG** Americans don't love hatchbacks. Audi abandoned its own entry-luxury hatch in the U.S. when it reintroduced the A3 as a sedan and convertible for 2015, and BMW has refused to sell its rear-drive 1-series long-

roof here, preferring to wait for a new front-drive 1er sedan that's coming next year. But Americans do love their crossovers. How Infiniti markets the Q30/QX30 will make or break it.

**ESTIMATED ARRIVAL AND PRICE** On sale early next year starting around \$30,000, with well-equipped models climbing into low-\$40K territory. Initially, all vehicles will be built in Sunderland, England, and shipped stateside.

DRIVER-CENTRIC ENGINEERING.

# MALIBU: POWER & EFFICIENCY

## 2.5L Engine

### INTELLIGENT STOP/START TECHNOLOGY

Under certain conditions, the engine turns off at a stop and seamlessly starts again as soon as you lift your foot off the brake. The intelligent stop/start technology — along with other advancements such as Direct Injection and Variable Valve Timing — can increase city mileage by more than 10 percent for an EPA-estimated 25 MPG city. The stop/start technology uses a reinforced Absorbent Glass Mat (AGM) starting battery. There's a beefed-up tandem-solenoid starter motor and even an auxiliary battery located in the rear of the car — plus an electric hydraulic pump keeps fluid circulating through the transmission to make sure it's always pressurized and primed.



### ENGINE ENGAGED

As soon as the brake is released, the engine engages, virtually in an instant.

## 2.5L Engine

### SEAMLESS OPERATION

Intake Valve Lift Control technology enables variable intake valve lift, duration and timing over a wide range of engine operation. "Intake Valve Lift Control works so seamlessly, drivers aren't likely to notice it at all," said Mike Katerberg, Chevrolet global chief engineer for ECOTEC® engines. "What they will notice is a fuel savings of up to one mile per gallon, offering an EPA-estimated 25 city/36 highway."

**25**  
MPG CITY

**36**  
MPG HWY

Intelligent stop/start technology, Intake Valve Lift Control and a 6T45 transmission all contribute to the 2.5-liter's EPA-estimated fuel economy.

## 2.0L Turbo

### POWER BOOSTER

The available turbocharged ECOTEC 2.0-liter, like the 2.5-liter engine, also has double overhead camshafts and continuously Variable Valve Timing. The 2.0-liter has a turbocharger that helps generate 259 horsepower and a best-in-class 295 lb.-ft. of torque that's available at engine speeds as low as 3000 rpm.



Malibu 2.0L	295 torque
Audi A6 2.0L	258 torque
BMW 528i	260 torque
Porsche Cayman	213 torque



The latest advancements in fuel-saving and power-boosting technologies work in harmony. The 2.5L engine offers an EPA-estimated 25 MPG city/36 hwy. The available 2.0L Turbo offers an impressive 295 lb.-ft. of torque.



2014 CHEVROLET MALIBU,  
J.D. POWER'S  
"HIGHEST RANKED  
MIDSIZE CAR IN  
INITIAL QUALITY."1

FOR MORE INFORMATION ON THE 2015 MALIBU  
GO TO [CHEVROLET.COM/MALIBU](http://CHEVROLET.COM/MALIBU)

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1 The Chevrolet Malibu received the lowest number of problems per 100 vehicles among midsize cars in the proprietary J.D. Power 2014 Initial Quality Study™. Study based on responses from 86,118 new-vehicle owners, measuring 239 models and measures opinions after 90 days of ownership. Proprietary study results are based on experiences and perceptions of owners surveyed in February–May 2014. Your experiences may vary. Visit [JDPower.com](http://JDPower.com).



## 2018 LAND ROVER DEFENDER

**WHAT IT IS** The next generation of Land Rover's free-range utilities, with multiple farm-friendly body configurations, including wagons, pickups, and convertibles.

**WHY IT MATTERS** This British icon hasn't been redesigned in more than 30 years and remains the direct descendant of the original 1948 Series I. The new model will finally make a clean break, ditching the ancestral corrugated-cardboard styling yet retaining its predecessor's rugged, agricultural appeal. Land Rover last sold the Defender in the U.S. almost two decades ago, and the brand's core identity needs some burnishing to offset the latte-and-smartphone crowd that, in the intervening years, has claimed it for its own.

**PLATFORM** Jaguar Land Rover won't confirm that the new Defender will adopt an aluminum-intensive unibody similar to its other vehicles, but we're betting on it.

**POWERTRAIN** Jaguar Land Rover has a broad engine lineup,

from supercharged 5.0-liter V-8s and 3.0-liter V-6s all the way down to the new 2.0-liter inline-fours, both diesel and gas, coming in the Jaguar XE. Any and all of these engines are fair game here.

**COMPETITION** Jeep Wrangler, Mercedes-Benz G-class, a '90s Defender, restored Ford Broncos and International Harvester Scouts.

**WHAT MIGHT GO WRONG** Reactions to the cartoonish DC100 (DC for Defender Concept) shown at the 2011 Frankfurt show (and above) were violent enough that Land Rover design guru Gerry McGovern issued a disclaimer, saying it was only "the beginning of a four-year journey" to redesign a British icon as identifiable as Big Ben. Land Rover's Jeep-like bind: If it makes the ute too hard-core, the faux-roaders won't buy it, but if it's too soft, the loyalists (including the British army) might revolt.

### ESTIMATED ARRIVAL AND PRICE

The neo-Defender should arrive in 2017 as a 2018 model, at about \$55,000 to start.

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## 2017 LEXUS SC

**WHAT IT IS** A flagship luxury sports coupe and convertible that will be more engaging and attractive than the rotten-potato SC430. Will be made with less unobtainium than the LFA.

**WHY IT MATTERS** Well, your health and your family are all that really matter. But to Lexus, having a stylish halo grand touring car might not be such a bad way to telegraph the brand's newfound, German-baiting performance pretensions.

**PLATFORM** The SC is the first offering on a new platform that will be shared with the next-generation LS and other models. At launch, this coupe will be rear-drive, but four-wheel drive might be added later.

**POWERTRAIN** Initially, the SC will use a version of the 5.0-liter V-8 currently making 467 horsepower in the GS F and RC F. (A hybrid is also likely at launch.) But with a 640-hp Cadillac CTS-V available, to say nothing of AMGs and M cars, Lexus knows that its naturally aspirated 5.0 is a bit overmatched. So it will follow the lead of the Germans and produce a twin-turbo version of its V-8 to power an F edition of the car. Transmissions: automatics all the way.

**COMPETITION** Contrary to earlier reports, the SC won't breathe in the rarefied air of Aston Martins and Bentleys. Instead, Lexus will zero in on the BMW 6-series and Mercedes-Benz SL-class as its main competitors.

**WHAT MIGHT GO WRONG** Well, a giant irradiated SC430 blob-monster could rise up and eat Toyota in theatrical revenge against the evil that created it, but otherwise, this one's a done deal.

**ESTIMATED ARRIVAL AND PRICE** Expect the production SC to be unveiled at an early 2016 auto show with an on-sale date later that year. Price should be in the \$80,000-to-\$95,000 range.



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. NOT A FLAGSHIP, BUT A LEADING INDICATOR . by Daniel Pund

## 2016 CADILLAC CT6

**No, this is not the crown jewel** you were looking for. This new sedan from Cadillac, the CT6, doesn't look a thing like the gorgeous Elmiraj coupe or the brash Ciel convertible concepts that Cadillac showed recently. Try to contain your disappointment because while this car is lacking in flamboyance, it indicates that Cadillac is setting the stage for even bigger things. Cadillac's global project manager, Bill Mack, notes that the CT6, though positioned a category above the CTS, is "not the end of our aspirations."

The rear- or four-wheel-drive CT6 is about "firming up the core of the brand," one official told us. "Also, China needed a flagship," Mack added. If, however, you read into the CT6's restrained appearance a concession to the Chinese market's supposed conservatism, the design team will note that buyers of this size of car—roughly the dimensions of a short-wheelbase BMW 7-series—appreciate subtlety regardless of where they live.

We will say that other than the curious headlight graphics, which make the car look almost as if it has tear-borne mascara running down its face, the CT6 is an exceptionally clean design that hides its size well.

This new car, the first to ride on the so-called Omega platform, stretches 8.8 inches longer than the CTS, and eight of them went to elongating the wheelbase. This gives the CT6's rear passengers 5.5 addi-



tional inches of legroom compared with the CTS. That will play well in China, where long-wheelbase versions of middle-rung luxury sedans are popular.

Impressively, the CT6's body is 44 pounds lighter than the CTS's, according to Mack. That's thanks to a determined program to "lightweight" the car. Yes, Cadillac uses lightweight as a verb. GM employs 13 aluminum structural castings plus stamped-aluminum bodywork to get there. The company takes an agnostic approach to materials, however, using a fair amount of steel in the passenger cell for its superior sound-deadening properties, says Mack, adding that an aluminum structure would require so much insulation that the weight savings would be minimal. Because the new car will carry more standard equipment than the CTS, its curb weight should wind up about the same as the smaller car's, at something like 3900 pounds.

And there's a lot of equipment, including a rearview mirror that doubles as a display screen for a rear-facing camera. There's also a 10.2-inch touch-sensitive



**THIS LARGE CADILLAC HAS VISUAL HEFT, BUT IT SHOULD BE AS EASY ON THE SCALES AS THE CTS.**

navigation screen mounted in an elegant dash that highlights the width of the interior. It's packed with an updated version of the CUE system, and a new trackpad in the center console allows you to operate the system without touching the screen. Night vision also makes a return to the Cadillac lineup.

The CT6 offers a rear-steering system that aims to ease low-speed maneuvering as well as improve high-speed stability.

A new four-wheel-drive system is standard with both the reworked 3.6-liter V-6 and a new 3.0-liter twin-turbo V-6. In normal mode, the system sends 40 percent of torque to the front and 60 to the rear. In winter mode, the torque split is 50/50. Choose sport mode and 70 percent of the torque heads aft.

Cadillac estimates that the 3.6-liter will make about 350 horsepower and the twin-turbo some 400. The base powerplant will be a turbocharged 2.0-liter four, familiar from other GM cars, making 272 horsepower and available only with rear-wheel drive. All engines are mated to GM's new eight-speed automatic. Eventually, Cadillac will offer a new turbocharged V-8 for the CT6.

So, while we hoped that Cadillac would unveil a stunning design statement in the CT6, we're eager to drive the first of the new Omega-based cars. And even more eager to see where Cadillac takes it.





## 2016 BENTLEY BENTAYGA

**WHAT IT IS** The height of luxury or vulgarity, depending on your point of view. Also, a five-seat SUV for the Uruguayan ranch you're planning to slip away to when the revolution comes.

**WHY IT MATTERS** It could increase Bentley's sales by a third or more. It'll finally allow Bentley owners to drive over curbs. And it should provide lots of new possibilities for rap lyrics, as in: "Drove the Bentayga to the bodega, banked like Talladega."

**PLATFORM** The Volkswagen Group's MLB Evo, shared with the Audi Q7 and the Porsche Cayenne.

**POWERTRAIN** A W-12 to start, followed by a plug-in hybrid and a diesel, which might come to the United States. Four-wheel drive is a given.

**COMPETITION** Fully loaded Range Rovers and AMG G-wagens, really well-kept LaForzas and Lambo LM002s.

**WHAT MIGHT GO WRONG** The global economy could crash. Or the finished product might resemble Bentley's 2012 EXP 9 F concept, which looked as if it were sketched by Don "Magic" Juan on his way to the Players Ball.

**ESTIMATED ARRIVAL AND PRICE** First half of 2016, with a price that starts where the others leave off. So figure around \$200,000.



WHAT IT IS

## 2017 JEEP GRAND CHEROKEE TRACKHAWK

**WHAT IT IS** Meant to be to street performance what Trailhawk is to rock-bashing off-road ability. There will be an optional Hellcat engine, and well, info on that part ought to be clear by now.

**WHY IT MATTERS** Dodge now claims exclusive rights to the SRT badge, but the Jeep Grand Cherokee is currently the bestselling vehicle to wear it. FCA isn't about to shut down its hot-rod-Jeep money mint, so the hi-po Grand Cherokee will now be known as the Trackhawk.

**PLATFORM** The Grand Cherokee shares its skeletal makeup with the Mercedes-Benz M-class, making it one of the few good things to come out of the disastrous DaimlerChrysler tie-up.

**POWERTRAIN** It should seem obvious that the supercharged Hellcat V-8 would eventually find its way into a few more engine bays. Paired with four-wheel drive, the 6.2-liter's 707 horsepower and 650 pound-

feet of torque could help the Grand Cherokee breach 60 mph in less than four seconds. Base 475-hp Trackhawk models will come with the naturally aspirated 6.4-liter V-8 that is used in today's Grand Cherokee SRT.

**COMPETITION** BMW X5 M; Land Rover's new highest-performance model, the Range Rover Sport SVR; Mercedes-Benz ML63 AMG; Porsche Cayenne Turbo S.

**WHAT MIGHT GO WRONG** We hear that Jeep is struggling to blast-proof the Grand Cherokee's driveline against Hellcat torque bombs. There are two obvious work-arounds: Engineers could electronically limit torque in lower gears or, less likely, just skip four-wheel drive.

**ESTIMATED ARRIVAL AND PRICE**

Look for the first \$65,000 Grand Cherokee Trackhawks at Costcos, gas stations, drag strips, and meetings of the South Jersey mafia starting in mid-2016.

# 2017 FORD FOCUS RS



**An American Ford engineer** was posted to Europe in the mid-1990s. Upon arriving at the company's European headquarters in Cologne, he was offered a choice of company car. Once he'd had a chance to realize how boring most European Fords were at that time, he immediately opted for an Escort RS Cosworth.

To Americans, the "Cossie" was fanboy fantasy. A turbocharged, four-wheel-drive rally homologation special, it's always ranked near the top of the list of Great Performance Models Ford Denied Us. The engineer loved it, used it to transport his young family, and refused to return it. Eventually he was shipped back to Dearborn, Michigan, leaving the Escort behind.

His name? Raj Nair, now Ford's VP of product development and chief technical officer. And although there's no officially acknowledged link between his one-time choice of company car and his decision to turn the new Focus RS into a global superstar, we're calling it a compelling coincidence.

The first two generations of Focus RS were front-drive, with the most powerful RS500 sending 345 horsepower through just two tortured tires. But Nair says this third-generation car was designed to be four-wheel drive from the get-go, using a clever new system that we can anticipate seeing in other Fords soon. It has twin electronically controlled clutches on the rear axle, one for

each side. Up to 70 percent of the available torque can go to the rear, all of which can then be marshaled to either wheel for torque vectoring. Under cornering, the outside rear gets more oomph to assist turn-in and reduce understeer. Ford also promises that the system has been set up to allow power-on drifting, something demonstrated at the official unveiling in Ford's Cologne factory by "project consultant" and YouTube hoon-king Ken Block.

The RS looks good in the metal, a measure more muscular than a Focus ST. A retuned version of the Lincoln MKC's 2.3-liter EcoBoost four with a low-inertia turbocharger makes the power. As is Ford's way, there's an official promise of "well in excess of 315 horsepower," and insiders hint at an output around 340. The only transmission will be a six-speed manual; there's never been an automatic Focus RS, and Ford has no plans to offer one now. Adjustable dampers will be standard, and on optional track-appropriate tires the RS is claimed to be capable of delivering more than 1.0 g of lateral acceleration. This certainly looks set to be Ford's hottest hatch yet when it goes on sale early next year priced around \$35,000.



**DENY US NO MORE!**  
FORD HAS FINALLY SEEN  
FIT TO SELL THE RS IN  
THESE UNITED STATES.

THE ALFIERI WILL JOIN  
THE SWARM OF CARS  
LOOKING TO PUT THE HURT  
ON THE PORSCHE 911.



. NOT F-ING BORING . by Eric Tingwall

## 2017 MASERATI ALFIERI



### Maserati CEO Harald Wester

is on record saying that his brand's future lies in "adorable handcrafted imperfection," which to our ears sounds like the description of a three-legged Vermont Teddy Bear rather than an Italian grand tourer. But Wester chooses his words to distance Maserati from the homogeneity and sterility of the German automakers, even as it goes toe-to-toe with them. Of this competition, Wester pulls no punches and minces no words. "They're fucking boring," he recently told the press.

This is the mind-set that will spawn the Alfieri, a 2+2 coupe that's smaller, sharper, and less expensive than the brand's GranTurismo. While the Alfieri will play a bit part in the sales figures relative to Maserati's upcoming Levante SUV, the coupe has a key role in plotting the brand's direction as it carves out a niche between Alfa Romeo and Ferrari in the \$70,000-to-\$150,000 range.

The new Quattroporte and the Ghibli are successes, at least in the objective sense. They more than doubled the brand's global sales last year, and if you believe the story line laid out by Maserati, its biggest challenge may be keeping that growth in check. Wester claims he will cap the company's annual volume at 75,000 sales, a promise that may prove hard to keep as the Levante comes online later this year. Yet in our drives, the newest Maseris feel incomplete, flawed more than distinctive.

It's far too early to say whether Wester's



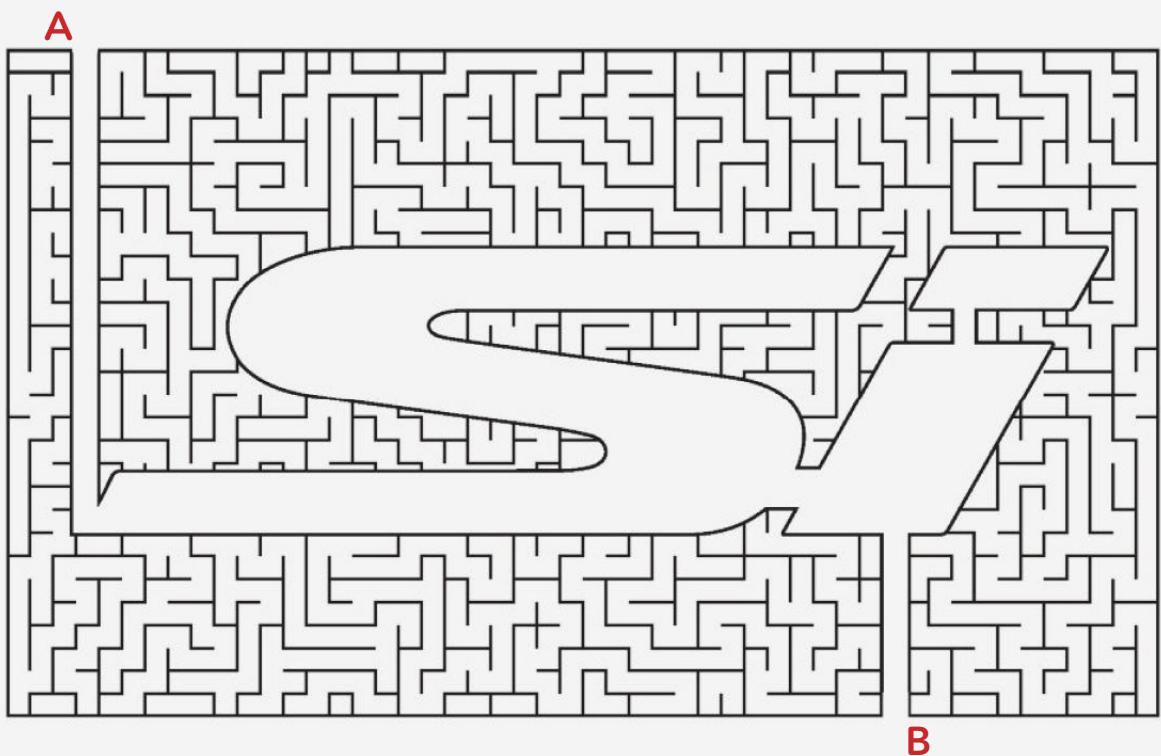
calculated imperfection will burnish the brand or merely reinforce Italian-car stereotypes, but if the 2014 Geneva concept is any indication, the Alfieri could restore Maserati to its rightful place in autodom as a still-workingman's Ferrari. Where the Quattroporte and Ghibli look a bit soft and dull, the Alfieri is all tension and drama.

Named for one of the three Maserati brothers who opened their workshop in 1914, the Alfieri will compete against the Jaguar F-type, the Mercedes-AMG GT, and the Porsche 911 with a starting price around \$100,000. Expect the production car to be built from a mix of steel and aluminum, sharing key parts of its structure with the next GranTurismo. Maserati will

separate its Alfieri and GranTurismo coupes with \$30,000 between their base prices and a 9.4-inch difference in wheelbases. A cabriolet is also guaranteed, likely arriving a year after the coupe.

The 3.0-liter twin-turbo V-6, already used in the Ghibli and Quattroporte, finds another home in the Alfieri. The base tune will start around 410 horsepower with an option to upgrade to 450, while the top performer may require a displacement bump to accommodate its rumored 520 horsepower. Only the 410-hp engine is expected to drive the rear wheels; more-powerful models will come standard with four-wheel drive. All Alfieri's will use ZF's eight-speed automatic.

It all has the potential to be perfect, even if that's exactly what Maserati doesn't want.



The fastest way  
from Point A to Point B.



**CIVIC Si**



## 2017 BUGATTI CHIRON

**WHAT IT IS** The replacement for the recently retired Veyron, the supercar king of the hill since its 2005 arrival.

**WHY IT MATTERS** The 258-mph Veyron 16.4 Super Sport currently wears the crown of fastest production car, but the Chiron, named for Monaco-born racer Louis Chiron, should reach 288 mph, assuming you can rent Nebraska.

**PLATFORM** The existing Veyron's carbon-fiber structure, modified to reduce weight. Improved interior ergonomics and outward visibility are further goals. We're thinking an F-18 canopy would work well.

**POWERTRAIN** The 8.0-liter W-16 engine returns, though now with direct injection, increased boost pressure, and at least two of its four turbochargers electrically powered. Output rises from 1200 to 1500 horsepower, and the 1106 pound-feet torque peak arrives lower in the rev range. A seven-speed dual-clutch automatic again handles the shifting, and the four-wheel-drive system adds torque vectoring.

**COMPETITION** Ferrari LaFerrari, McLaren P1, Porsche 918 Spyder, an actual F-18.

**WHAT MIGHT GO WRONG** Octogenarian VW Group supremo Ferdinand Piëch, the driving force behind Bugatti, could keel over, at which point both car and brand might have to stand on their own business merits, something that twice-dead Bugatti has never managed to do.

**ESTIMATED ARRIVAL AND PRICE** A recent Piëch-ordered redesign of the door aperture—cutting into the doorsill to ease ingress and egress—pushed back the on-sale date to 2016. When the Chiron does get here, expect to pay \$2.5 million, give or take.

## 2017 BMW 5-SERIES/M5

**WHAT IT IS** The redesigned and lightened size-medium sports sedan from BMW.

**WHY IT MATTERS** Once the king of fun four-doors, the increasingly heavy M5 has plowed strange ground over the past two generations, both as the ugly and weird V-10 scream-droid and as the current turbo luxury cruiser. We hope that the seventh-generation 5-series/M5 will mark a return to the athletic poise of the much-missed E39 (1997-2003).

**PLATFORM** A new platform shared with a redesigned 7-series will use a mix of steel, aluminum, and even carbon fiber. The 5er will be no larger than before and is expected to carry over the same basic suspension setup.

**POWERTRAIN** The M5 keeps the current 4.4-liter V-8, but with output boosted past 600 horsepower. Because the current 575-hp M5 is inhibited from posting quicker acceleration numbers by limited (rear-drive) traction, BMW will follow the tire treads of

Audi and Mercedes-Benz and add four-wheel drive. Lesser 5-series models will retain their current turbocharged four- and six-cylinder engines. A new turbocharged 4.0-liter V-8 is likely and would be in line with BMW's current 500-cc-per-cylinder strategy.

**COMPETITION** Audi A6/S6, Cadillac CTS/CTS-V, Infiniti Q60, Jaguar XF series, Lexus GS, Maserati Ghibli, Mercedes-Benz E-class.

**WHAT MIGHT GO WRONG** The new 5er might be as numb and unsporting as the current car, and with four-wheel drive, the M5 might be too heavy to play.

**ESTIMATED ARRIVAL AND PRICE**

Look for a debut in late 2016. Pricing should follow today's model, spanning from just over \$50,000 for workaday versions to more than \$100,000 for the M5.

N E W





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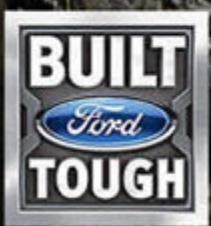
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# 2019 LAMBORGHINI ASTERION

**WHAT IT IS** A two-seat hybrid GT christened with the name of the original minotaur from Greek mythology. Why? Because Lambos have to be named after bulls and a minotaur is a hybrid of a man and a bull, which is both clever and better-sounding than LaLamborghini.

**WHY IT MATTERS** Alongside the Ferrari LaFerrari, McLaren P1, and Porsche 918 Spyder, the Asterion further cements hybrid systems as appropriate kit for future supercars. At the very least, hybridization will

be one stopgap Lamborghini employs to postpone its inevitable adoption of boosted and downsized engines.

**PLATFORM** A modified carbon-fiber Aventador tub with aluminum substructures, front and rear.

**POWERTRAIN** An Huracán-spec 602-hp 5.2-liter V-10 and seven-speed dual-clutch transmission with an integrated motor/generator at the back end, while two electric motors power the front wheels. Combined output is 897 horsepower, and

a lithium-ion battery pack in what would otherwise be the transmission tunnel is said to be good for 31 miles with a top speed of 78 mph in EV mode. Wake the gas engine, and the Asterion should hit 60 in a flat three seconds and continue to a top speed of 199 mph.

**COMPETITION** The easy answer would be the LaFerrari, P1, and 918, but Lambo stresses that the Asterion would be more of a comfortable GT than any of those. So toss in a Ferrari F12 for good measure.

**WHAT MIGHT GO WRONG** Since Lambo already has two ultra-exclusive two-seaters, it might separate the Asterion from its powertrain, putting the 900-hp hybrid system into one of its existing supercars. Or it could pair the electric bits with a turbo V-6 or V-8 from

sugar-daddy VW's parts bin, to stretch the Asterion down-market and go *mano a mano* with the Ferrari California. Or it could just not build anything at all like this car. Lambo CEO Stephan Winkelmann initially said that his company would not be building the Asterion, but his lieutenants later backpedaled on that statement. Either way, expect to see the hybrid system in production. R&D chief Maurizio Reggiani has said that a hybrid is his preferred alternative to engines with turbos or fewer cylinders.

## ESTIMATED ARRIVAL AND PRICE

No earlier than 2018 at a price anywhere from \$200,000 for California-fighting GT to a half a million if Lambo goes with the 900-hp version.



IS LAMBO FINALLY OVER ITS FIXATION WITH CARS THAT LOOK LIKE CARTOON FIGHTER JETS?



## 2017 ALFA ROMEO GIORGIO SEDAN

**WHAT IT IS** This mid-size sports sedan, based on an all-new architecture code-named Giorgio, will be the core product in FCA's \$6 billion revival plan.

**WHY IT MATTERS** Alfa has to nail the engineering, the Italianesque styling, and the quality, because Giorgio will take the brand up against entrenched German competition. It will also serve as the foundation for a whole family of spinoffs over the next three years, including both a compact and mid-size SUV, plus likely Quadrifoglio performance models.

**PLATFORM** Sized and priced close to the current BMW 3-series, Giorgio has mainly steel bones, multilink suspensions, and a north-south powertrain configuration packaged for both rear- and four-wheel drive.



**POWERTRAIN** FCA is readying a new engine family that should include a turbocharged 2.0-liter inline-four, a 3.0-liter V-6, and a range of diesels. Some configurations will use a dual-clutch automatic.

**COMPETITION** Anyone who sells a \$40,000 sports sedan, so pretty much everyone from BMW to Infiniti to Buick.

**WHAT MIGHT GO WRONG** Alfa is starting virtually from scratch, with a brand-new vehicle in one of the market's toughest segments. And it will be sold by a brand-new dealer body. Add in the specter of Italy's quality reputation and what could possibly go wrong? But hey, Jaguar is managing a revival, so anything is possible.

**ESTIMATED ARRIVAL AND PRICE** The wraps come off at a party at Alfa's museum in Milan this June, with production in Italy slated to begin in 2016 and U.S. sales commencing later that year as 2017 models. Prices will be around \$40,000.

## 2016 McLAREN P14

**Keeping up** with the frantic pace of McLaren's product launches requires the skills of a Cold War spy trying to monitor Soviet arms development. Wokologists know there's always an even more ludicrously powerful weapons system around the corner.

This year will bring us the new entry-level Sports Series, plus the hard-core 675LT spun from the 650S coupe, at least two other 650S special editions, and the P1 GTR. That last one seems to have been designed for the sort of heavily adrenalized billionaire for whom low-level BASE jumping has lost its luster but who isn't quite ready to take up hunting humans.

The Macca we're really looking forward to follows next year and is currently known only by its internal model code, P14. This is the replacement for the 650S, a car that feels as if it were launched just yesterday. According to senior sources within the company, it will be, in essence, a junior P1. That's definitely a good thing.

The 650S was effectively a reworked 12C, although McLaren carried on selling the earlier car alongside it. It was also a tacit admission that, although the 12C was brutally fast, it lacked something in terms of both visual and dynamic excitement. The 650S was a huge improvement, but we're told the P14 will be in a whole different league.

Much will be familiar, as all McLaren road cars are built around a shared component set. The P14 will use a development of the MonoCell carbon-fiber tub and be powered by a retuned version of the proven 3.8-liter twin-turbocharged V-8. The company's dedication to beating Ferrari means we can safely bet next year's editorial budget on the new car having a chunk more power than the 661-hp 488GTB; it will probably top 680.

The really exciting question is what other technology will make it into the P14. McLaren's increasing production has already dramatically reduced the cost of its carbon components, a dividend that can be diverted to other parts of the new car. And while it is unlikely the P14 will get a P1-style hybrid drivetrain, aggressive aerodynamics will deliver abundant downforce, grip, and speed.

We're not even going to try to predict a name (can you find a repeatable pattern in MP4-12C, 650S, P1, and Sports Series?). But we can tell you that P14 versus 488GTB will be one of the most eagerly awaited supercar battles in recent memory.



## 2016 FERRARI 488GTB

**WHAT IT IS** Face lifts are for old ladies, not Ferraris. So let's call the 488GTB an update to the 458 Italia, based around a new turbocharged V-8. *Et tu, Maranello?* That's right, even Ferrari is giving up on natural aspiration for the sake of fuel economy.

**WHY IT MATTERS** As great as the 458 still is, it's about to become the oldest car in its profoundly fashion-conscious segment. The revised styling will keep it fresh for several more years, while the turbocharged 488's power hike and aerodynamic



improvements will make it quicker.

Speed never goes out of style.

**PLATFORM** The 488 sticks with a modified version of the 458's aluminum structure, which has served well. Ferrari says the 488's dry weight of 3020 pounds is 22 less than the 458's. But it's still heavier than the carbon-fiber McLaren 650S.

**POWERTRAIN** The new twin-turbocharged 3.9-liter V-8 has

488-cc-per-cylinder displacement, hence the name. With 661 horsepower, it's substantially more powerful than the California T's turbocharged V-8 and is claimed to rev to 8000 rpm.

**COMPETITION** Lamborghini Huracán, McLaren 650S, Ford GT (especially in France).

**WHAT MIGHT GO WRONG** Will the faithful endure Ferrari's typical two-year waiting period if the turbocharged engine fails to deliver the full-lung arias of the 458's V-8? Will the *tifosi* accept the inherently lumpier power delivery of a turbo?

**ESTIMATED ARRIVAL AND PRICE** Early 2016. Pricing not confirmed, but the 458 starts at \$245,690 and when did a Ferrari ever get cheaper?

## 2018 HONDA CIVIC TYPE R

**WHAT IT IS** The Civic's highest-performance version, a car that has never appeared in the States except as mail-order clones built for the NOPI Nationals or as virtual versions in Gran Turismo.

**WHY IT MATTERS** Honda hasn't fielded a real performance car since it killed the S2000 roadster six years ago, and despite still-robust sales the current Civic has been a critical failure. Importing the Type R should help resurrect the brand's credibility with enthusiasts, while adding excitement to a model that's grown too conservative.

**PLATFORM** A new, 10th-generation Civic arrives this fall, bigger and more refined than before thanks to a platform that will be shared with the Accord. While the traditional four-door-sedan and two-door-coupe body

styles continue for regular commuter-grade Civics, the Type R will be a hatchback.

**POWERTRAIN** Honda's new i-VTEC 2.0-liter turbo four will send about 300 horses to the front wheels through a six-speed manual transmission. Torque steer will be suppressed by a new front-suspension design and adaptive dampers all around.

**COMPETITION** Splits the difference between the Ford Focus ST and RS, and the Volkswagen GTI and Golf R.

**WHAT MIGHT GO WRONG** Honda has yet to deliver even the 2015 Type R. That one is based on the current Civic but

powered by the new turbo engine, and it won't be sold in the U.S. Teething problems with the powerplant could delay the next Type R. And another lukewarm reception to a new Civic could give Honda pause about bringing the Type R stateside.

**ESTIMATED ARRIVAL AND PRICE**

The Type R won't be here for at least a year after the launch of the new standard Civic, maybe more. We're betting on an early 2017 introduction as a 2018 model, with a price tag around \$30,000.

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**NISMO Performance | Racing Technology | Relentless Improvement**



. GROWING UP . by K.C. Colwell

## 2016 PORSCHE CAYMAN GT4



**Porsche's mid-engined sports car** is 18 years old. Having reached the age of majority, it is finally being allowed to strike out on its own this July. Back in 1996, the first Boxster was a cute, cheery, and relatively cheap addition to a stagnant product line. It and other bright ideas, including the Cayenne SUV, saved the company. Today the Boxster and its Cayman sibling have evolved beyond mere lineup entry points and that, plus Porsche's enviable profitability, allows the brand to reconsider its long-running decree

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that the 911 must overpower the small mid-engined cars. So while the 911 further matures into a GT, Porsche gifts us with the ultimate Cayman, the GT4.

We're thrilled that Porsche is loosening the Cayman's reins so it can take full advantage of the mid-engine layout's excellent balance and low polar moment of inertia, which give it a fundamental handling advantage over the rump-heavy 911. Porsche raided the 911 GT3's closet for both the standard iron and optional carbon-ceramic brakes, as well as the electrically assisted steering hardware. Adaptive dampers from the GT3 are retuned to collaborate with the GT4's softer rear springs. As in other streetable racers, the GT4's giant rear wing cuts the view aft into hemispheres, but the slab is functional. Normal Caymans make lift at top speed, but the GT4 makes as much downforce as a GT3.

I WANT YOU. I  
WANT YOU SO BAD  
IT'S DRIVING ME  
MAD. IT'S DRIVING  
ME MAD.



The 400-hp 3.8-liter flat-six from the 911 Carrera S gets a modified intake and block to accommodate the shoehorn installation in the middle of the Cayman. This more restricted airway, we're told, limits the GT4 to 385 horsepower at 7400 rpm and 310 pound-feet of torque at 4750 rpm. But this, significantly, represents a 35-hp advantage over a base 911 Carrera. Dynamic mounts suspend the whole powertrain and can, in a fraction of a second, go from nearly rigid for improved handling to a looser, more comfortable setting while cruising. Like the GT3, the Cayman GT4 is available with only one transmission. Unlike the PDK-only GT3, though, the GT4 carries a six-speed manual from the Cayman GTS, but with an upgraded clutch and a lightweight, dual-mass flywheel.

A strut front suspension uses forged aluminum links with firmer connections than in base Caymans to improve chassis communication. At the rear, there's an adjustable anti-roll bar. Sticky 20-inch Michelin Pilot Sport Cup 2 tires are wrapped around forged aluminum wheels.

Porsche claims that the car weighs no more than a 325-hp Cayman S, despite the larger engine and beefier suspension. Zero to 60 mph should take about four seconds, and the GT4 has the potential to cover a quarter-mile in 12.0 seconds. In other words, this \$85,595 GT4 will be quicker than any 911 without a turbo or GT badge. Not bad for a teenager.

CORVETTE RENDERING BY NICK KALOTERAKIS



## 2017 CHEVROLET CORVETTE ZORA ZR1

**WHAT IT IS** The mid-engined Corvette that GM has teased us with—and that Don Sherman has demanded—for about half a century.

**WHY IT MATTERS** Moving the engine rearward enables significantly improved acceleration and braking performance. Fresh exterior proportions should woo new customers even as they tip some old ones into cardiac arrest.

**PLATFORM** While the aluminum space frame and composite coachwork matrix continues, only a few structural and chassis

parts will graduate from the current C7 Vette. Low production volumes will give GM an excellent excuse to show off advanced technology, such as door structures formed from sheets of magnesium.

**POWERTRAIN** For this top-hole Zora ZR1 version of the C8, we're betting on a supercharged small-block V-8 with the fortitude to top Chrysler's 707-hp Hellcat V-8. It will collaborate with a dual-clutch automatic transaxle. Later in the C8's life, the engine bay could host a naturally aspirated DOHC V-8 or a twin-turbo V-6. In the likely event that Chevy decides to play the i8/NSX game, the front end is package-protected for electric motors.

**COMPETITION** Ferrari 458 performance at a Porsche 911 Turbo price should send ripples through the blue-blood clique (Audi, BMW, Jaguar, Lamborghini, Mercedes-AMG, Porsche).

**WHAT MIGHT GO WRONG** Development delays might force GM management to leash the beast for a bit. Or, this could all be a recurring dream.

**ESTIMATED ARRIVAL AND PRICE** The 2017 model should arrive in dealerships by the end of next year. Expect a sticker starting at \$150,000.





. LE MANS, AGAIN . by Jared Gall

## 2017 FORD GT

In an industry that tends toward superficiality in its anniversary observations—for the Corvette's 50th anniversary, Chevy painted a handful of cars maroon—Ford goes big. It gave itself the 2005 GT to celebrate its 100th birthday; got around creating a special-edition 50th-anniversary Mustang by redesigning the entire car; and is now honoring the golden anniversary of its historic 1-2-3 sweep at Le Mans in 1966 with another interpretation of the winning GT40.

As opposed to that redux of 2005, this one isn't a 13/10-scale model of anything. Ford's global per-



SOME CARS ARE RADICAL-LOOKING. SOME CARS ARE BEAUTIFUL. THE NEW FORD GT IS, SOMEHOW, BOTH.

formance vehicle chief engineer, Jamal Hameedi, says that with the last GT, “we had the show car, and we had to make the aerodynamics work within that silhouette. Here, we had a clean sheet.” Aerodynamics, he says, were “the tip of the spear” for the development of the GT, from the shark nose to the teardrop-shaped cockpit to the radical body-side channels back to the movable rear wing, which can adjust both its height and pitch. Even those flying buttresses bridging the roof to the fenders are aerodynamically formed, with a wing-shaped cross-section.

Another of the development team's priorities was minimizing mass. The GT's chief engineer, Kip Ewing, calls the target weight “extraordinary,” and we're translating that to around 2800 pounds. The car's central tub and bodywork are carbon fiber, with the front and rear substructures and most of the suspension constructed of aluminum. In the narrow cabin, driver and passenger sit shoulder to shoulder in seats that are fixed directly to the tub. As in Ferrari's LaFerrari, the steering wheel and pedals adjust.



Hameedi says the fixed-seat arrangement is not a weight-savings measure, but a design and safety one. "Fix the occupants, and you can shrink-wrap the greenhouse around them. You know where they're going to be and can bring everything in closer."

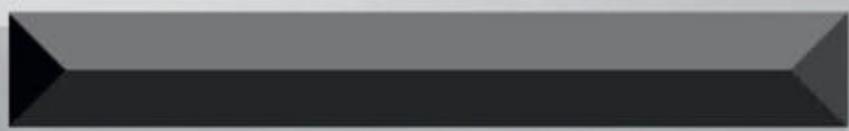
The riskiest aspect of the GT, however, is its powertrain. For its Ferrari fighter, Ford has forsaken the V-8s in its portfolio and chosen a 3.5-liter twin-turbo V-6. If the cylinder count seems low, take heart that the engine descends directly from the one in Ford's Daytona-winning IMSA prototype sports racer. Indeed, Ford spokesman Paul Seredynski says: "The GT engine wasn't developed in concert with the Daytona Prototype engine. It is the Daytona Prototype engine. That was our engine-development program." For the road car, it'll make about 650 horsepower and be backed by a Getrag seven-speed dual-clutch transmission.

The engine won't be the GT's only link to the track. A racing-style, pushrod-acti-

vated suspension setup enables the car's unique body sides, and Ewing says the GT's "first and foremost obligation is to be an excellent track car."

Buyers will be able to find out for themselves how good it is next year. Ford Performance director Dave Pericak says production will be in the "hundreds, not thousands." Pricing will crowd \$400,000.

But can Ford resist making this anniversary celebration even bigger? Ask anyone in the company about a return to Le Mans and they stress that they're "focused on the road car," implying that there is an as-yet unannounced racing program. We expect to see Fords once again fighting Ferraris in the production-based and less-costly GT class at Le Mans in June 2016. ■



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The 2015 Trax is the all-new small SUV from Chevrolet that combines the utility of an SUV with the agility of a compact car. It's city-smart, with available 4G LTE Wi-Fi<sup>1</sup> to keep you connected, plus flexible seating for your friends and your finds. And Trax has 10 standard air bags,<sup>2</sup> an NHTSA 5-Star Overall Vehicle Score for safety<sup>3</sup> and an IIHS 2015 Top Safety Pick designation to help keep you safe on your urban adventures. When you set out to Find New Roads, you create a vehicle with unsurpassed connectivity.



48.4 cu. ft.<sup>4</sup> of cargo space

## VERSATILE SPACE

With flip-and-fold rear seats, Trax opens up an impressive 48.4 cubic feet<sup>4</sup> of cargo area. Fold the front passenger seat down and you can carry items up to 8 feet long. And when it's time to pick up friends, Trax has seats for up to five.

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5-Star Overall Vehicle Score for Safety<sup>3</sup> and IIHS 2015 Top Safety Pick

## SAFETY FIRST

The 2015 Trax received a 5-Star Overall Vehicle Score for safety<sup>3</sup> from NHTSA and is an IIHS 2015 Top Safety Pick. In addition to a high-strength steel safety cage and 10 standard air bags,<sup>2</sup> the all-new Trax offers a whole series of advanced technologies to help you stay in control: standard StabiliTrak<sup>®</sup> Electronic Stability Control, available Rear Park Assist and a standard rear vision camera that helps you see stationary objects behind your Trax when backing up at low speeds.



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Available on-demand all-wheel drive (AWD) automatically adapts to provide extra traction and maneuverability in rain, snow or other challenging conditions. And when AWD isn't needed, the system automatically shifts into front-wheel drive for maximum efficiency.



**CHEVROLET**



# SUPERCUBE

. road test

## THE MOST AMUSING THING YOU MAY READ ALL DAY IS THIS:

You can now spend \$40,000 on a Volkswagen Golf—a Golf! That which was once known as the Rabbit, which has a flat roof, five portals, and is the closest thing to a perfectly cubic car, seemingly engineered by those perfectionist Germans to conjoin with other cubes into an exact grid of dense traffic for the purpose of maximum utilization of the urban road space, now costs 40 Gs. It also has nearly 300 horsepower and hits 60 mph in 4.5 seconds. Well, if you live long enough, you'll see everything.

Histrionics aside, nobody who has been paying attention will be at all surprised by our \$39,910 Golf R. Volkswagen has been working up to this, er, achievement for some time, first with the Golf VR6, then the V6 4MOTION, then the R32. Way



VW'S CHAMPION SQUARE  
DANCER GETS FASTER.

BY AARON ROBINSON  
// PHOTOGRAPHY BY PAUL BARSHON

VOLKSWAGEN GOLF R

067



back in the late '80s, there were also two heavy-breathing homologation specials, the Rallye Golf and Golf G60, that never came to the States because America wasn't yet ready for a car shaped like a cake box and priced like a Porsche. Most of us still aren't ready, even for one priced like a BMW, though 5500 Yanks snapped up the 2012 and 2013 Golf Rs (base price: \$34,760). That was 500 more than expected, Volkswagen tells us, so Germany has sent us a new model.

This Golf R is different from the last one, a two-year limited edition of the two-door hatch intended to get people doing cart-wheels over the old, outgoing Golf VI platform. This time, the R arrives earlier in the platform cycle and, we're told, for a longer stay and in more flavors. Two trim levels, a base and a "w/DCC/nav" (explained forthwith), are complemented by the choice of two transmissions—a six-speed DSG dual-clutch automatic or a six-speed stick, the latter cutting \$1100 off the price.

So why is our test car infected with a DSG? Because the stick comes later this year, sometime in the summer, we're told. We have driven the stick, and it's nice. About 40 percent of R buyers are expected to take the stick. They will be happy.

The Golf R exists because of MQB, one big platform family that lets VW spread



### VOLKSWAGEN GOLF R

- + GLEEFUL HANDLING, ELEGANT INTERIOR, BALANCED TRACTION AND POWER.**
- BIG MONEY, THROTTLE LAG, THE GTI EXISTS.**
- = A MAGIC BOX FOR THE FEW PEOPLE WHO CAN AFFORD BETTER BUT WANT LESS.**

components far and wide over its various brands. Effectively, you're looking at an Audi S3 in hatchback form, down to the identical output ratings of the EA888 2.0-liter turbo four at 292 horsepower and 280 pound-feet of torque. Ditto for the Haldex four-wheel-drive system, which uses an electronically controlled

coupler to distribute torque to the rear wheels, and brake-based traction control to handle side-to-side torque distribution.

This super Golf, this Audi TT shooting brake, is a decidedly unflashy car for the price. The 19-inch wheels on the upper trim level and the four pipes in back are prime giveaways, as are the small R badges and the extra chin and side plastic on the exterior. Inside, where white stitching contrasts nicely with black leather and dashes of both glossy-black and carbon trim adorn

the surfaces, there are a few subtle R logos here and there. Spears of blue accent lighting course around the doors, blue being the official color of R while red remains the color of GTI. To untrained eyes, this is just a very nicely trimmed Golf, and that is the way Volkswagen rolls—no wings, no dive planes, minimal kitsch. If you're contemplating a Benz GLA45 AMG for its mashup of performance and two-box practicality but are turned off by its ridiculous clown costume (or its price), then the R is your car.

It's also unflashy in the way it operates, the engine muffled to a mechanized thrum that is augmented by an electronic under-hood buzzer. VW calls it the Soundaktor. In normal driving, you barely notice the car's voice at all, just background murmurs punctuated by the occasional (and today, fairly pro forma in German performance cars) buzz-blip from the exhaust during a hard upshift. But the Soundaktor goes a little berserk at high revs, and the result is a coarse, artificial combination strong



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enough to vibrate the steering wheel. There are online videos aplenty detailing how to disconnect this device.

The R claims big horsepower from small displacement, but the punch can either be devastating or an interminable wait depending on how you're operating it. Light the fuse early by downshifting manually before nailing it, and the R leaps forward on a rocket plume. That makes fast road driving a therapeutic thrill as you rally-blast from one corner to the next.

However, if you're dawdling in automatic mode and suddenly decide to go for a traffic hole, seconds tick by after you mat it while the gearbox selects an appropriate ratio with all the deliberative haste of the Second Continental Congress. Then the engine begins boiling up the turbo. This delay doesn't show up in our test data, the 2.8-second 30-to-50 passing time seeming plenty quick enough. But take our word for it; the engine is occasionally caught breathless, the wait for power seeming like an eternity when a cement mixer is bearing down, high-beams ablaze. One driver went so far as to call the R's time delay "dangerous." Solution? Use the paddles in those situations, or just get the stick.

In full-metal-jacket mode, the R DSG generated test numbers close to that of the 305-hp Subaru WRX STI, one of the R's few competitors. The short story: With the advantage of launch control, the R is slightly quicker out of the gate, reaching 60 mph 0.1 second earlier and the quarter-mile in the same 13.2 seconds. The braking stat, 157 feet, also nearly matches the STI's. The Vee-Dub pulled 0.94 g on the skidpad, identical to the Subaru.

There's nothing particularly fancy about the all-steel multilinks in the back or the steel control arms bracing the struts in front, which suspend the R 0.8 inch lower than the nearly identically configured GTI. But revised tuning and the four driven 235/35 Bridgestone Potenza RE050As give the car a gummy death grip on the road and a flatness to its handling that dispels all the old stereotypes of roly-poly Golfs.

The optional DCC, or dynamic chassis control, puts electronic variability into the shocks. VW hired Hans-Joachim Stuck, Germany's undisputed hotshoe-in-chief, to make the shocks and the electrically



assisted and variable-ratio steering work in seamless and gratifying harmony. His challenge: Take a car with 59.5 percent of its prodigious 3409 pounds on the front axle and flush out the understeer to make it turn. One way is by tuning the outboard and inboard shocks to firm up or relax just at the right moment and to just the right degree. Another way is by tapping the inside-rear brake to induce yaw.

Stucky's efforts were a success. The heavy R changes direction with a furious urgency and slot-cars through tight corners at stupendously brisk speeds, the rear end gently pushing, gently nudging the nose in your desired direction. There's so little fuss to it all—no squawking of tires, no torque steer when the big blow comes on, no tugging from the wheel or shimmying as you blast away on afterburner.

The question is: Do you need to spend the extra \$2495 for the uplevel R with

When we think of the ultimate Volkswagen, the Golf R is much more likely to come to mind than, say, the big Phaeton or Touareg.

DCC? True, it gives you mood settings in the form of three modes—comfort, normal, and race—that turn up the shock settings, steering effort, shift calibrations, and even the rate at which the steering-aligned headlights swivel. Or you can cherry-pick your own settings in a handy individual mode. And DCC comes bundled with the 19-inch wheels, parking sensors, and onboard navigation, though the latter system's painfully slow processor will quickly send you back to your smartphone for nav guidance.

Having driven the bargain R, priced at \$36,315 with the stick, we'd say no. The base car is as much fun as the DCC, if slightly softer when you want to go horn-mad on a back road. All of which raises the question of whether the base R is worth the premium over a 220-hp GTI. The GTI offers many more choices, ranging from \$25,605 for the basic two-door S manual to \$33,460 for the four-door Autobahn edition, though none come with 4MOTION.

Again, we'd say no. The GTI firmly remains the killer app in VW's catalog, not as fast but wholly as fun as the R. Meanwhile, the R sets the new speed pinnacle for square cars, beckoning drivers who can afford even more expensive machinery but want subtlety in a practical shape. After all, not everyone with the means has an eight-car carriage house. Many have one underground space between a concrete post and a Buick LeSabre. The R is expensive, but if life's circumstances dictate that you're a one-horse rodeo, this is a classy supercube that can do it all.



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**Challenge all givens.**



. road test

VOLKSWAGEN  
GOLF R

## ▼ SPECIFICATIONS

**PRICE**  
**AS TESTED** ..... \$39,910  
**BASE** ..... \$37,415

**VEHICLE TYPE:** front-engine, 4-wheel-drive, 5-passenger, 4-door hatchback

**OPTIONS:** Dynamic Chassis Control and navigation package, \$2495

**STANDARD:** power windows, seats, and locks; remote locking; cruise control; tilting and telescoping steering wheel; rear wiper

**AUDIO SYSTEM:** satellite radio; CD player; USB, iPod, media-card, and Bluetooth-audio inputs; 9 speakers

**ENGINE**  
 turbocharged and intercooled inline-4, iron block and aluminum head

**BORE X STROKE** ..... 3.25 x 3.65 in, 82.5 x 92.8 mm

**DISPLACEMENT** ..... 121 cu in, 1984 cc

**COMPRESSION RATIO** ..... 9.6:1

**FUEL DELIVERY SYSTEM** ..... direct injection

**TURBOCHARGER** ..... IHI RHF5

**MAXIMUM BOOST PRESSURE** ..... 17.4 psi

**VALVE GEAR** ..... double overhead cams, 4 valves per cylinder, hydraulic lifters, variable intake- and exhaust-valve timing and exhaust-valve lift

**REDLINE/FUEL CUTOFF** ..... 6500/7000 rpm

**POWER** ..... 292 hp @ 5400 rpm

**TORQUE** ..... 280 lb-ft @ 1800 rpm

## DRIVETRAIN

**TRANSMISSION** ..... 6-speed dual-clutch automatic with manual shifting mode

**FINAL-DRIVE RATIO** ..... 4.77:1, 3.44:1\*

**4-WHEEL-DRIVE SYSTEM** ..... full time with automatic rear-axle engagement

GEAR	RATIO	MPH PER 1000 RPM	MAX SPEED IN GEAR (rpm)
1	2.92	5.3	37 mph (7000)
2	1.83	8.4	59 mph (7000)
3	1.31	11.7	82 mph (7000)
4	0.97	15.9	111 mph (7000)
5	1.04	20.5	144 mph (7000)
6	0.81	26.4	153 mph (5800)

## CHASSIS

unit construction

**BODY MATERIAL:** steel stampings

## STEERING

rack-and-pinion with variable ratio and variable electric power assist

**RATIO** ..... 14.1-9.5:1

**URNS LOCK-TO-LOCK** ..... 2.1

**TURNING CIRCLE CURB-TO-CURB** ..... 35.8 ft

## SUSPENSION

**F:** ind; strut located by a control arm, 3-position cockpit-controlled electronically adjustable dampers; coil springs, anti-roll bar

**R:** ind; 1 trailing arm, 2 lateral links, and a toe-control link per side; 3-position cockpit-controlled electronically adjustable dampers; coil springs; anti-roll bar

## EXTERIOR DIMENSIONS

<b>WHEELBASE</b>	103.5 in
<b>LENGTH</b>	168.4 in
<b>WIDTH</b>	70.8 in
<b>HEIGHT</b>	56.5 in
<b>FRONT TRACK</b>	60.7 in
<b>REAR TRACK</b>	59.7 in
<b>GROUND CLEARANCE</b>	4.8 in

## INTERIOR DIMENSIONS

<b>SAE VOLUME</b>	F: 51 cu ft R: 42 cu ft
<b>CARGO (SEATS UP/MAX)</b>	23/53 cu ft

## BRAKES

F: 13.4 x 1.2-in vented disc

R: 12.2 x 0.9-in vented disc

**STABILITY CONTROL** ..... fully defeatable, launch control

## WHEELS AND TIRES

**WHEEL SIZE/CONSTRUCTION** ..... 8.0 x 19 in/

cast aluminum

**TIRES** ..... Bridgestone Potenza RE050A  
235/35R19 91Y

## ★ NOTABLE HIGHLIGHTS

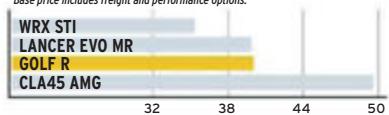
Volkswagen loves its cast iron, and the R's cylinder block remains ferrous. Two balance shafts supported by roller bearings stem vibration, and VW's long allegiance to timing belts has finally given way to chains, the industry standard.

## ▼ COMPETITORS

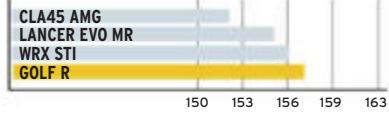
**MERCEDES-BENZ CLA45 AMG** (2.0-L I-4, 355 HP, 7-SP AUTO)  
**MITSUBISHI LANCER EVO MR** (2.0-L I-4, 291 HP, 6-SP AUTO)  
**SUBARU WRX STI** (2.5-L FLAT-4, 305 HP, 6-SP MAN)  
**VOLKSWAGEN GOLF R** (2.0-L I-4, 292 HP, 6-SP AUTO)

## CURRENT BASE PRICE\* dollars x 1000

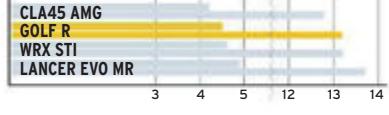
\*Base price includes freight and performance options.



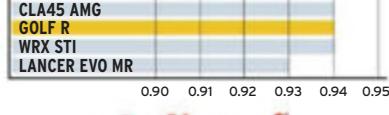
## 70-0 BRAKING feet



## ACCELERATION 0-60 &amp; 1/4-mile, seconds



## ROADHOLDING 300-foot skidpad, g



  
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& other select tires<sup>44</sup>

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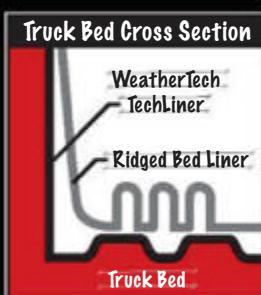


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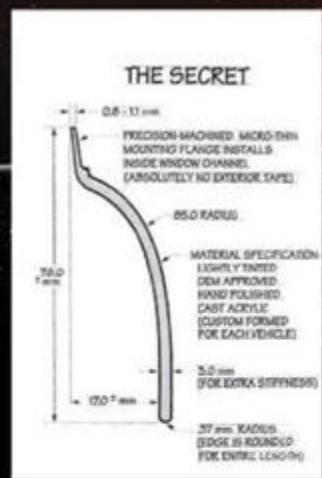
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*comparo.* The sports-coupe segment's most illustrious veteran tells a couple of kids to get off its lawn.

*by Don Sherman*

*/// photography by Marc Urbano*

**Cadillac ATS Coupe 3.6**

PRICE > \$52,315  
POWER > 321 hp  
TORQUE > 275 lb-ft  
WEIGHT > 3560 lb  
C/D OBSERVED MPG > 19

**Lexus RC350 F Sport**

PRICE > \$54,405  
POWER > 306 hp  
TORQUE > 277 lb-ft  
WEIGHT > 3884 lb  
C/D OBSERVED MPG > 19

**Audi S5**

PRICE > \$59,325  
POWER > 333 hp  
TORQUE > 325 lb-ft  
WEIGHT > 3954 lb  
C/D OBSERVED MPG > 19

**083**



## Sports coupes reside in that Rhode Island-sized space between fully indulgent sports cars and eminently sensible sports sedans. To earn its garage slot, a coupe must adroitly juggle three somewhat contradictory attributes: sex appeal, driving joy, and 2+2 practicality.

The three premium coupes in contention here pit youthful cunning against confident maturity. The Cadillac ATS and Lexus RC350 F Sport are the class's pop celebs; think Justins, as in Timberlake and Bieber. Hollywood legend Clint Eastwood—with 60 years of acting, directing, and scoring to his credit—is the Audi S5 analogue. Roots reaching back to 2007 didn't inhibit Audi's veteran sports coupe from busting BMW's then-new 435i in our 2014 comparison test, so we took it and threw it against these fresh newcomers.

Achieving spec parity for this \$50,000-plus trio was a challenge. While the Cadillac and the Lexus both offer four-wheel drive, a core Audi standard feature, ordering that option adds weight and cost we

chose to avoid. Also, the S5 is the performance A5, whereas the four-wheel-drive ATS and RC350 coupes are intended more as all-weather interceptors than dry-road speeders, as indicated by the following facts: Cadillac locks you out of the ATS's most aggressive suspension and Lexus doesn't include rear steering if you choose four-driven wheels.

A V-6 is standard in the Audi and Lexus, so selecting Cadillac's 3.6-liter six made more sense than going with its power-lean, torque-rich 2.0-liter turbo four. That choice aligns the three power peaks, though Audi's supercharged-small-displacement strategy gives the S5 a significant torque advantage—325 pound-feet versus Cadillac's 275 and Lexus's 277.

Most of that extra grunt is nixed by the S5's prodigious curb weight (3954 pounds), or 70 pounds more than the RC350 and 394 pounds heavier than this ATS coupe.

To winnow the great from the merely good, we ran these two-doors through our test gantlet in California City, California, then mounted a southwesterly trek crossing the San Andreas Fault to Jalama Beach on the Pacific Ocean. Thanks to tectonics run amok, fastidiously maintained national-forest roads, perfect weather, and minimal traffic, we enjoyed hundreds of miles that are worth replicating in heaven. All right, who's feeling lucky?

↓ If you choose to read into this photo that the RC350 trails its competitors, that's on you. To clear things up, turn the page.





**3. Lexus RC350 F Sport**

Digging deep to create what it considers a “radical coupe” (which is the model name decoded), Lexus combined its hottest V-6, portions of the IS and GS unibodies, and some ambitious chassis hardware, along with lessons learned from its LFA supercar. Designers contributed a spindle grille mean enough to wind steel cable, aggressively sculpted side surfaces, Vegas-grade lighting, and many air vents, some of which actually function. Inside, there’s a lavish array of stitching and trim in several hues and surface finishes. Combining the underlying Lexus spirit—a supremely smooth, quiet ride—with optional F Sport equipment brings enhanced performance to drivers of widely varying skill levels.

Our \$43,715 RC350 base test car was embellished with a \$3985 F Sport package (faux-leather sport seats, variable dampers, exterior trim, and 19-inch wheels and summer tires), a \$2610 navigation and entertainment upgrade, a \$1900 variable-ratio-steering and rear-steering combo, and \$2195 worth of other options.



Some of Lexus’s dreams come true, many do not. In the normal driving mode, the RC350 shows poise any grandma would love. The engine hums with nary a harsh note. The transmission hurries to overdrive, ride motions are plush, the steering is light to the touch. Turn-signal clicks are barely audible.

Twist the mode selector to sport-plus and an alternative personality stirs. The

**Lexus RC350 F Sport**

**+** Quiet and composed for a pleasant ride home through clotted traffic. Earns a front row from parking attendants.  
**-** Needs more power, less weight, better handling, and a more intelligent interior.  
**-** Lexus, please dig a little deeper in your LFA database to help this poor child.





← The RC350 F Sport's anime-racer styling writes checks that its understeering chassis and overburdened engine can't quite cash.

suspension stiffens, the steering quickens, and the engine hustles toward the redline with bared teeth. Unfortunately, performance parity proves elusive. The test's poorest power-to-weight ratio lands the RC350 in third place for acceleration and passing. Grip deficiencies and mediocre weight distribution stretch stopping distance and hobble cornering speed. Hustled through the slalom cones, this car turns enthusiastically, then stumbles into crippling understeer. Are the rear-steering wheels, the tires, or the engineers to blame? We suspect all are.

Back-road moves are also a mess. The light, quick steering fools you into diving into bends too aggressively for the available grip. Brake-pedal mushiness saps confidence. Ride motions are jiggly and induce abundant head toss.

The interior report is just as grim. In spite of the test's highest roof, front and rear entry is a chore. In back, the view out is restricted, cup holders are AWOL, and there's minimal wriggle room. Front-bucket comfort and lateral support are excellent, but, while the Audi and Cadillac provide adjustable thigh cushions, Lexus skipped that feature. Outward visibility is hurt by a high cowl and oversized mirrors.

The touchpad that operates the RC350's infotainment gear is a good idea and a convenient reach, but matching mouse motion to cursor position is tedious. One cool feature is a gorgeous electronic tach that can slide horizontally to reveal secondary gauges. The mystery is why speed is reported only digitally when there's ample black space under the instrument shroud, used only for a few warning lights.

Overall, the Lexus RC350 feels dithered, as if Justin Bieber shuffled onstage after a tour-bus binge.

VEHICLE	AUDI S5	CADILLAC ATS COUPE 3.6	LEXUS RC350 F SPORT
BASE PRICE	\$53,425	<b>\$46,145</b>	\$47,700
PRICE AS TESTED	<b>\$59,325</b>	<b>\$52,315</b>	<b>\$54,405</b>
DIMENSIONS			
LENGTH	182.7 inches	183.6 inches	184.8 inches
WIDTH	73.0 inches	72.5 inches	72.4 inches
HEIGHT	53.9 inches	54.8 inches	54.9 inches
WHEELBASE	108.3 inches	109.3 inches	107.5 inches
FRONT TRACK	62.5 inches	60.3 inches	62.2 inches
REAR TRACK	62.0 inches	61.7 inches	63.0 inches
INTERIOR VOLUME	F: 49 cubic feet R: 35 cubic feet 12 cubic feet	F: 50 cubic feet R: 35 cubic feet 10 cubic feet	F: 54 cubic feet R: 28 cubic feet 10 cubic feet
TRUNK			
POWERTRAIN			
ENGINE	supercharged DOHC 24-valve V-6 183 cu in (2995 cc)	DOHC 24-valve V-6 217 cu in (3564 cc)	DOHC 24-valve V-6 211 cu in (3456 cc)
POWER HP @ RPM	<b>333 @ 6500</b>	<b>321 @ 6800</b>	<b>306 @ 6400</b>
TORQUE LB-FT @ RPM	<b>325 @ 2900</b>	<b>275 @ 4800</b>	<b>277 @ 4800</b>
REDLINE/FUEL CUTOFF	6800/6800 rpm	7000/7200 rpm	6600/6600 rpm
LB PER HP	11.9	<b>11.1</b>	12.7
DRIVELINE			
TRANSMISSION	7-speed dual-clutch automatic	6-speed automatic	8-speed automatic
DRIVEN WHEELS	all	rear	rear
GEAR RATIO:1/ MPH PER 1000 RPM/ MAX MPH	1 3.69/5.2/33 2 2.15/8.9/57 3 1.41/13.6/87 4 1.03/18.7/120 5 0.79/24.3/153 6 0.63/30.5/153 7 0.52/36.9/153	1 4.06/5.4/39 2 2.37/9.3/67 3 1.55/14.2/102 4 1.16/19.0/137 5 0.85/25.9/149 6 0.67/32.9/149	1 4.60/5.3/35 2 2.72/8.9/59 3 1.86/13.0/86 4 1.46/16.6/110 5 1.23/19.7/130 6 1.00/24.2/146 7 0.82/29.5/146 8 0.69/35.0/146
AXLE RATIO:1	3.88	3.27	3.13
CHASSIS			
SUSPENSION	F: multilink, coil springs, anti-roll bar R: multilink, coil springs, anti-roll bar	F: struts, coil springs, anti-roll bar R: multilink, coil springs, anti-roll bar	F: control arms, coil springs, anti-roll bar R: multilink, coil springs, anti-roll bar
BRAKES	F: 13.6-inch vented disc R: 13.0-inch vented disc fully defeatable, launch control	F: 12.6-inch vented disc R: 12.4-inch vented disc fully defeatable, traction off	F: 13.2-inch vented disc R: 12.2-inch vented disc fully defeatable, traction off
STABILITY CONTROL			
TIRES	Pirelli Cinturato P7 245/40R18 93Y	Bridgestone Potenza RE050A RFT F: 225/40RF18 88W R: 255/35RF18 90W	Dunlop SP Sport Maxx 050 F: 235/40R19 96Y R: 265/35R19 94Y

C/D TEST RESULTS			
ACCELERATION			
0-30 MPH	<b>1.6 sec</b>	2.1 sec	2.3 sec
<b>0-60 MPH</b>	<b>4.5 sec</b>	<b>5.6 sec</b>	<b>6.0 sec</b>
0-100 MPH	<b>11.3 sec</b>	13.5 sec	14.5 sec
0-130 MPH	<b>20.6 sec</b>	25.4 sec	27.0 sec
1/4-MILE @ MPH	<b>13.1 sec @ 107</b>	14.1 sec @ 102	14.5 sec @ 100
ROLLING START, 5-60 MPH	<b>5.3 sec</b>	5.6 sec	6.1 sec
TOP GEAR, 30-50 MPH	<b>2.6 sec</b>	3.0 sec	3.1 sec
TOP GEAR, 50-70 MPH	<b>3.5 sec</b>	3.7 sec	4.1 sec
<b>TOP SPEED</b>	<b>153 mph (gov ltd)</b>	<b>149 mph (gov ltd)</b>	<b>146 mph (gov ltd)</b>
CHASSIS			
BRAKING, 70-0 MPH	167 feet	<b>157 feet</b>	178 feet
ROADHOLDING, 300-FT-DIA SKIDPAD	<b>0.90 g</b>	<b>0.94 g</b>	<b>0.85 g</b>
610-FT SLALOM	41.7 mph	<b>43.9 mph</b>	41.3 mph
WEIGHT			
CURB	3954 pounds	<b>3560 pounds</b>	3884 pounds
%FRONT/%REAR	56.1/43.9	51.4/48.6	53.1/46.9
FUEL			
TANK	16.1 gallons	16.0 gallons	<b>17.4 gallons</b>
RATING	91 octane	87 octane	91 octane
EPA CITY/HWY	<b>18/28 mpg</b>	<b>18/28 mpg</b>	<b>19/28 mpg</b>
<b>C/D 475-MILE TRIP</b>	<b>19 mpg</b>	<b>19 mpg</b>	<b>19 mpg</b>

tested in California City, California, by TONY QUIROGA and DON SHERMAN

## 2. Cadillac ATS Coupe 3.6

Encouraging news: Cadillac's by-the-gram weight-saving strategy and focus on core attributes such as structural rigidity, chassis balance, and driving dynamics paid off with a sports coupe that's a worthy alternative to imported rivals.

The exterior design is intentionally less polarizing than the CTS and ELR coupes. That spots the ATS comfortably between the classic S5 and the flashy RC350. Proving that this brand is serious about shedding more of its fat-and-finned baggage, this is the first production Caddy in half a century without a wreath to fossilize its crest, which has also been modernized.

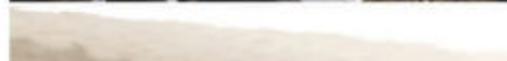
To invade nearly every sports-coupe nook and cranny from \$40,000 to \$60,000, the ATS coupe is available with a choice of two engines, stick or automatic six-speed transmissions, rear- or four-wheel drive, and four trim levels. Our \$52,315 Premium-



↑ We quibble about the CUE infotainment system, but the one element that prevented the ATS from winning was its outdated engine.

package 3.6 test car was enriched with but one option: a \$995 "Red Obsession" paint job. Alert the authorities.

The ATS's strategic advantage is this test's lightest weight and best balance. Thanks to a chassis tuned for minimal understeer and a decent set of Bridgestone Potenza RE050A run-flat tires in staggered sizes, the ATS topped the field in cornering grip and maneuverability (slalom) testing.





Adding throttle at the adhesion limit glides the tail in manageable increments, a rare quality in today's cars. This ATS also earned braking kudos with a 70-to-zero stopping distance 21 feet shorter than the RC350's and 10 feet better than the S5's.

Acceleration was less endearing. Even though the ATS packs the largest-displacement, highest-revving engine, it bows to the Audi S5's superior combination of torque, traction, and shorter gearing. (A lighter Performance-edition ATS powered by a turbocharged 2.0-liter four-cylinder and equipped with a manual transmission was slightly slower in previous testing.)

Logbook entries worshipped the ATS's road manners. The ride is firm but never verges on the painful, with body motions appropriately snubbed at speed. Steering response and effort are both nicely calibrated to buttress the driver's sense of command. The brake pedal responds to

pressure instead of travel, providing clear feedback and easy modulation. Add grip that keeps on sticking and you've got a sports coupe that beats the S5 in entertainment values, if only by a hair.

Unfortunately, the ATS's powertrain doesn't carry its share of the freight. The engine shakes like a frigid canine at idle and howls like a tormented cat when running to the redline. At least the transmission makes amends by holding gears until the driver taps a paddle shifter, the only auto-box in this test so fully obedient.

The ATS's back-seat entry is inhibited by front belts that won't get out of the way. The front buckets have barely enough back-rest wrap, lower bolster firmness, or upholstery grip to lock an occupant securely in place when the driver takes full advantage of this car's handling prowess.

Cadillac's CUE infotainment-control arrangement drew screams of indignation. The major issue is the touch-sensitive screen, with buttons that are finicky and difficult to manage with a limb wobbling in space. We prefer the more comfortable and user-friendly console-knob approach.

The ATS's strong second-place finish earns it the Justin Timberlake trophy. This Cadillac is clearly steeped in talent, but there's more potential left. We assume that the coming V edition will bump it up a notch.

### Cadillac ATS Coupe 3.6

- Light on its feet, a true back-road Timberlake.
- Needs major underhood therapy and a new clue ... er CUE ... on the dash.
- We're encouraged by Cadillac's post-wreath anti-ennui initiative.

### 1. Audi S5

Yes, it's familiar-looking, expensive, and seemingly past its sell-by date, but none of that stopped the Audi S5 from winning this comparison without breaking a sweat. The key to its success is a compelling repertoire. Every move this sports coupe makes affirms its champion status.

This middle child of Audi's 5 family starts at \$53,425. Our test car was blessed with four options: a \$2900 Technology package (navigation, infotainment, side warning, and rear parking assist), a \$1400 seven-speed dual-clutch automatic trans, an \$1100 torque-vectoring rear differential, and \$500 carbon interior-trim adornments.

When Audi replaced its stunning 4.2-liter V-8 with a supercharged 3.0-liter V-6 two years ago, there was much gnashing of teeth, but the downsizing turned out to be a shrewd move. In spite of a slight loss of power, the broader torque curve and



→ The nose-heavy S5 doesn't have quite the natural handling balance of the ATS, but the Audi is a freakishly accomplished sporting car.

improved front-rear mass distribution paid huge dividends: more-agile handling, quicker acceleration, and two additional miles per gallon (partially attributable to a seventh gear added to the transmission).

Aside from the powertrain changes, Audi has resisted fiddling with its successful formula, indicative of its grasp of well-rounded performance. The supercharged V-6 and the seven-speed dual-clutch automatic bond here like Thelma and Louise.





## Audi S5

- Well-rounded set of attributes, entertaining performance, high-quality execution.
- Heavy, long of tooth, subdued exterior design.
- Audi has cracked the sports-coupe code.

A nudge of the throttle delivers a subdued growl and an endearing swell of thrust, multiplied by a smooth downshift if you demand more. Seldom exploiting all of its 6800-rpm rev range, the S5 is the swiftest car here by a wide margin. Whipped, its engine sings opera that shames the Cad and Lex.

The S5 lands behind the Cadillac in handling and braking in part because it's heavier. On the skidpad, when front-tire grip begins to wilt, coaxing this Audi back in line is difficult. Its penchant for understeer also impedes this car in the slalom. But on the road, supple damping plus ideally orchestrated steering effort and response do indeed make your day.

Audi seals the deal with an ambassador-grade cabin. Except for one gripe about too-aggressive lumbar support, the firm-but-supportive front seats generated high praise. The rears are more accessible, roomier, and better furnished than those in the ATS and RC350. While all the rear backrests

## ★ FINAL RESULTS

RANK **1** **2** **3**

Cadillac ATS Coupe 3.6      Lexus RC350 F Sport      Audi S5

Maximum points available

VEHICLE	DRIVER COMFORT	8	7	8
ERGONOMICS	10	9	5	5
REAR-SEAT COMFORT	5	5	4	3
REAR-SEAT SPACE*	5	5	5	3
TRUNK SPACE*	5	5	4	4
FEATURES/AMENITIES*	10	10	9	8
FIT AND FINISH	10	9	8	8
INTERIOR STYLING	10	9	5	6
EXTERIOR STYLING	10	9	8	5
REBATES/EXTRAS*	5	0	0	0
AS-TESTED PRICE*	20	17	20	19
<b>SUBTOTAL</b>	100	86	75	69
<b>POWERTRAIN</b>				
1/4-MILE ACCELERATION*	20	20	15	13
FLEXIBILITY*	5	3	5	5
FUEL ECONOMY*	10	10	10	10
ENGINE NVH	10	9	5	6
TRANSMISSION	10	9	8	7
<b>SUBTOTAL</b>	55	51	43	41
<b>CHASSIS</b>				
PERFORMANCE*	20	17	20	15
STEERING FEEL	10	8	9	6
BRAKE FEEL	10	9	9	6
HANDLING	10	8	10	6
RIDE	10	9	7	8
<b>SUBTOTAL</b>	60	51	55	41
<b>EXPERIENCE</b>				
FUN TO DRIVE	25	21	22	14
<b>GRAND TOTAL</b>	240	209	195	165

\* These objective scores are calculated from the vehicle's dimensions, capacities, rebates and extras, and/or test results.



fold and split, this is the only one with a fold-down armrest and a pass-through for skis.

Trim fits and finishes are impeccable, and Audi's MMI knob is our favorite for infotainment control. The S5's instrumentation is traditional but flawless from legibility and aesthetic perspectives. And this is the only sports coupe here providing a handy slot in its console for a smartphone.

For its versatility, engaging personality, and convincing performance, this German Gran Torino may be a fistful of dollars more, but it still earns our Dirty Harry achievement award. ■



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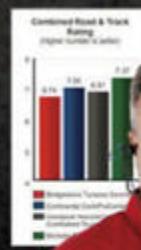
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## MERCEDES-AMG C63

The scourge of Affalterbach. *by Tony Quiroga*

Anger will not control us. Anger will not define us. Just count backward from 10. That's Anger Management 101. AMG, however, doesn't appear to be interested in any of that crap. AMG's C63 was born angry in 2008, and the redesigned C63 wants to keep it that way.

Fine by us. The meaner the AMG the better, as far as we're concerned. So it concerned us quite a bit that the new C-class introduced last year vectored a course deep into the luxury zone. It's a

quieter and more subdued car, with obvious design cues from the mother of all vehicular refinement, the S-class.

Would AMG keep the C63's rage boiling in the mannered-up C-class? After a brief drive of the European-spec models, we can say without hesitation that the new C63 is still pretty pissed off. If the new C63 has attended any anger-management seminars, it only stayed long enough to be annoyed. This makes us very happy.



Benz is still calling the car a C63 even though the engine size is 4.0 liters. In feel and sound, the 4.0 does a convincing imitation of AMG's old free-breathing 6.2-liter V-8, even though this is the twin-turbo V-8 shared with the AMG GT. Through clever tuning of ignition timing,

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★★★★★ Harold B., Houston, TX

**On my way home this afternoon** I was following another detector user. I could see red blinking in his windshield as we went past the first radar. Thinking the danger was behind, Mr. Ordinary Detector User hit the gas.

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turbocharger boost, and fuel mapping, the blown V-8 ably mimics the old engine's big-displacement response and linear rush of acceleration. The exhaust gets tuned with a series of valves that open and close to play the big V-8 jazz we loved from the old C63. Rifle shots ring out of the quad pipes on full-throttle shifts or under engine braking. And we didn't detect any whistle from the two turbos that snuggle together in the valley of this 90-degree V-8. Whistling: not angry.

The V-8 makes 469 horsepower and 479 pound-feet of torque in the basic C63. Pay a bit more—pricing hasn't been announced, but the base version should start in the mid-\$60,000 realm—and AMG will send more air into the engine to create an "S" variant with 503 horsepower and 516 pound-feet of torque. Three versions of the 6.2-liter were previously available, from 451 horsepower to 507, but both varieties of the new turbocharged V-8 make more torque than any of them. Weight should be down from the nearly

4000 pounds of the old C63, but we won't know for sure until we weigh the thing ourselves. AMG claims 3649 pounds for a Euro-spec C63 S. We're expecting a U.S. version to come in at more than 3900 pounds.

The top-speed obsessed will want to know that the C63 S is governed to 180 mph while the regular version hits an electronic wall at 155. Both cars have a seven-speed automatic with a multiplate clutch pack instead of a torque converter. Launch control is standard and should enable quicker-than-claimed 3.9- and 4.0-second runs to 60 mph, the former with the 503-hp engine. Shifts come quick but lack the instantaneous snap of the dual-clutch seven-speed in the AMG GT. Wheel-mounted paddles can override the gearbox's software, and there's a full manual mode to provide additional control. But BMW's M3 and M4 continue to offer



 The sound of the old C63's 6.2-liter V-8 still rips through our dreams, but the excellent new twin-turbo 4.0-liter V-8 mitigates our loss.

the ultimate one-mode control device (a six-speed manual), which might not be as quick as a modern automatic, but puts no computer between you and the transmission. There's never been a C63 with a true, three-pedal manual, and that makes us a little angry.

A thick-rimmed steering wheel swings a set of Michelin Pilot Super Sports that are attached to an AMG-exclusive front

## ▼ SPECIFICATIONS

<b>VEHICLE TYPE:</b>	front-engine, rear-wheel-drive, 5-passenger, 4-door sedan
<b>BASE PRICE (est)</b>	\$62,500-\$72,500
<b>ENGINE TYPE:</b>	twin-turbocharged and intercooled DOHC 32-valve V-8, aluminum block and heads, direct fuel injection
<b>DISPLACEMENT</b>	243 cu in, 3982 cc
<b>POWER</b>	469 or 503 hp @ 6250 rpm
<b>TORQUE</b>	479 or 516 lb-ft @ 1750 rpm
<b>TRANSMISSION:</b>	7-speed automatic with manual shifting mode
<b>DIMENSIONS</b>	
<b>WHEELBASE</b>	111.8 in
<b>LENGTH</b>	187.2 in
<b>WIDTH</b>	72.4 in
<b>HEIGHT</b>	56.1 in
<b>PASSENGER VOLUME</b>	95 cu ft
<b>CARGO VOLUME</b>	13 cu ft
<b>CURB WEIGHT</b>	3950 lb
<b>PERFORMANCE (C/D EST)</b>	
<b>ZERO TO 60 MPH</b>	3.7-3.8 sec
<b>ZERO TO 100 MPH</b>	8.9-9.0 sec
<b>1/4-MILE</b>	12.0-12.1 sec
<b>TOP SPEED</b>	155-180 mph
<b>FUEL ECONOMY (C/D EST)</b>	
<b>EPA CITY/HWY</b>	16/24 mpg

suspension. Assist effort changes depending on which of the four driving modes you select. In any state, the steering has direct feedback and good feel, reliably reporting the distress of the AMG-spec tires.

Front-end grip is strong, even on the track. The C63's front stance is one inch wider than the standard C-class's, while

the rear suspension retains the C-class architecture but is tuned for the 63 and features a limited-slip differential. Three-mode electronically controlled dampers adjust the C63 from firm to harsh. Yet even with the 19-inch wheels that come on the S version, the ride is better than in the old C63. We did notice that the Michelin hum loudly over most pavement.

With the exception of the AMG GT, four-wheel drive has proliferated across the AMG lineup, but the C63 is exclusively rear-drive. We applaud that decision as it makes for a more interesting and challenging car. Both the base C63, equipped with a conventional limited-slip diff, and the S model, fitted with an electronically controlled version, take patience if you are to apply the right amount of power on corner exit. The car is also hard to launch from a stop without burnouts, which means the C63 won't suffer fools gladly, especially fools who insist on shutting off the stability-control safety net. Lack the appropriate skills? You will feel the wrath of a sideways C63.

Heavily bolstered AMG sport seats are

▼ Below: AMG-specific seats and black trim highlight the C63's interior upgrades.  
Below right: She's all ate up with wheel.

optional and keep gluteal sliding to a minimum. Contrasting stitching, piano-black trim, and unique gauge faces with carbon-fiber accents are the major changes inside from the non-AMG Cs. Rear-seat space remains tight, despite a three-inch wheelbase stretch over the last C-class.

On the outside, the AMG version has wider front fenders with subtle flaring and a menacing gape below the front bumper. It can't match the aggressive look of the old C63; that mean ol' cuss had strakes, slats, and flares that gave it the look of a DTM champion ready to be bounced over racetrack curbs. Yes, the previous car might have had a meaner face, but where it counts, in the driving experience, the new C63 is still an angry menace.





## LAND ROVER DISCOVERY SPORT

Disco's back in a family-friendly, trek-to-the-shopping-mall kind of way. *by Eric Tingwall*

In Iceland, a kid can be named Neptúnus or Torbjörg or Geirprúður, but you'll never meet a Moon Unit or a Zuma Nesta Rock. New parents on this jagged, steamy volcanic plug must choose from a list of 3500 government-approved names or plead for an exemption before the country's Personal Names Committee, a three-person panel tasked with preserving the country's heritage and protecting its children from a life of ritual playground beatings.

As restrictive as that sounds, it's too bad the committee doesn't oversee the auto industry. The panel could have stopped Land Rover from abandoning both history and imagery when, in 2005, it dropped the Discovery moniker and began adopting alphanumeric names for some of its models in the North American market. The Discovery became the LR3 (and later the LR4), and the compact Freelander was renamed the LR2. But Land Rover is now righting its wrongs on its own terms as it replaces the awkward and unloved LR2 with the new Discovery Sport, a vehicle that is entirely worthy of the name. The entry-level Land

Rover is now competent of chassis and handsome inside and out.

Starting at \$37,995, the Discovery Sport undercuts the four-wheel-drive Audi Q5 and BMW X3 by more than \$2000 each, but we're guessing the Land Rover will earn its sales based on looks alone. There isn't a bad angle or an errant crease on the thing. Designers pulled the sheetmetal taut over an athletic frame, creating a shape so free of clutter that there isn't even a reference to the rear bumper lurking under the skin.

The Discovery Sport stretches 3.5 inches longer than the LR2 and offers a third row of seats. It's also about nine inches longer than its kissing cousin, the Range Rover Evoque. And the fact that the Disco Sport doesn't have a roofline as overtly aggressive as the Evoque's means that headroom and outward visibility are significantly better. All of which is in keeping with the manufacturer's split personality—the Land Rover-badged utes are the functional, utility-oriented rigs; the Range Rovers are for da club.

The cabin is finished in typical Land Rover fashion with excellent materials and

a mediocre infotainment system. That's significant, because the Discovery Sport is the first vehicle to use Jaguar Land Rover's desperately needed replacement for the fussy and slow setup we've complained about for years. The InControl system now being used features an eight-inch touch screen that looks sharp, with more color and crisper graphics than the current offering in LR2s. But all it takes are a few taps to the screen to realize that the underlying software is still recalcitrant and occasionally unresponsive altogether.

Ahead of the B-pillar, the Discovery Sport shares many of its mechanical bits

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## ▼ SPECIFICATIONS

<b>VEHICLE TYPE:</b>	front-engine, 4-wheel-drive, 5- or 5+2-passenger, 4-door hatchback
<b>BASE PRICE</b>	\$37,995-\$46,495
<b>ENGINE TYPE:</b>	turbocharged and intercooled DOHC 16-valve inline-4, aluminum block and head, direct fuel injection
<b>DISPLACEMENT</b>	122 cu in, 1999 cc
<b>POWER</b>	240 hp @ 5800 rpm
<b>TORQUE</b>	251 lb-ft @ 1750 rpm
<b>TRANSMISSION:</b>	9-speed automatic with manual shifting mode
<b>DIMENSIONS</b>	
<b>WHEELBASE</b>	107.9 in
<b>LENGTH</b>	180.7 in
<b>WIDTH</b>	74.6 in
<b>HEIGHT</b>	67.9 in
<b>PASSENGER VOLUME</b>	99 cu ft
<b>CARGO VOLUME</b>	29 cu ft
<b>CURB WEIGHT</b>	4400 lb
<b>PERFORMANCE (C/D EST)</b>	
<b>ZERO TO 60 MPH</b>	7.3 sec
<b>ZERO TO 100 MPH</b>	19.3 sec
<b>1/4-MILE</b>	15.6 sec
<b>TOP SPEED</b>	124 mph
<b>FUEL ECONOMY</b>	
<b>EPA CITY/HWY</b>	20/26 mpg

with the Evoque, including a transverse-mounted 2.0-liter turbocharged four-cylinder and a nine-speed automatic transmission. Four-wheel drive is standard in the U.S., although, when a two-foot river crossing rendered the Haldex coupling inoperable, we briefly experienced the front-driver that Land Rover will sell in other markets.

The 240-hp engine, designed and built by Ford, is slow to build boost off the line and isn't as responsive as the turbo fours from Audi and BMW. Yet once the turbocharger spools, the Discovery Sport lunges forward with up to 251 pound-feet of torque. We estimate that the Sport, handicapped by a roughly 4400-pound curb weight, won't quite match the sub-seven-second zero-to-60-mph performances of its competition. Figure on the benchmark sprint taking 7.3 ticks or so.

The engine's slight hesitations are exacerbated by a transmission that downshifts with uncomfortable, pregnant pauses between the accelerator input and the gearchange. We've had the same complaint in other vehicles using this ZF-supplied transmission, including the Jeep Cherokee. Compared with the six-speed unit it replaces, the nine-speed gearbox feels like a step backward. At highway velocities, full-throttle shifts from eighth to fourth feel measurable in complete seconds, not just fractions. And while shift quality is smoother than in the Cherokee, the upshift from first to second is still accompanied by the same unpleasant jerk, thus proving that there are jerks living as far north as Iceland.

↑ Beware of fording! The four-wheel-drive system failed during one river crossing. And the Ford-sourced engine is a Disco weak link.

Between the engine's lag and the transmission's hesitations, it can be a challenge to drive the Discovery Sport smoothly. During part-throttle acceleration—climbing a hill or accelerating to an increased speed limit—the Sport takes its time responding before suddenly delivering too much oomph. All this restless surging makes you come off like Reykjavik's angriest taxi driver. Jaguar Land Rover's all-new turbocharged 2.0-liter engine, set to go into production late next year, can't arrive soon enough.

While the powertrain is the Discovery Sport's biggest shortcoming, the chassis it's bolted to is this crossover's greatest asset. Its rock-solid unibody structure is heavy—literally—on steel, although the hood, fenders, roof, and tailgate are aluminum. As we scrambled over Iceland's packed ice and frozen rutted trails, the Discovery Sport's body never chattered or quivered. On paved roads, the cabin was seriously quiet, which is especially impressive considering that the



car we drove rolled on studded winter tires.

The ride quality both on- and off-road proved excellent, with none of the harshness that afflicts the "sporty" Evoque. The suspension tuning is a masterful balance of compliant damping and firm body control. A new multilink rear suspension that is shorter and more compact than the Evoque's strut arrangement creates the extra width between the wheels that allows for the optional third row of seats. Land Rover calls this Discovery Sport a 5+2-seater, which you should interpret as space for five adults plus a pair of two-year-olds.

Jaguar Land Rover has mastered the redesigns of the Range Rover models. The Discovery Sport suggests that the Land Rover side of the family is about to undergo a similarly successful revitalization. The LR4 soon will be called Discovery once again, and a new Defender is due in a couple of years. And, yes, for the first time in nearly two decades, the Defender, Land Rover's ultimate off-road tool, will be sold in the U.S. When it comes to staying true to your heritage, maybe Iceland is onto something.

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# FORD F-150 XLT SUPERCAB 2.7 ECOBOOST 4X4

**TESTED** **+** Light, quick, mostly nonferrous. **-** Engine sounds and feels like a Taurus V-6, big-block fuel economy. *by K.C. Colwell*

We were skeptics of Ford's aluminum-truck-bed-and-body gambit, but in a February-issue comparison test, a \$60,000-plus F-150 SuperCrew with a twin-turbocharged 3.5-liter V-6 dispatched the mostly steel four-door competition from Chevrolet, Ram, and Toyota. But there's a new, even smaller engine on the F-150's order sheet, a 2.7-liter V-6. How, we wondered, would it fare under the hood of the mostly nonferrous Ford?

Positioned in price between the base 282-hp V-6 and the 385-hp 5.0-liter V-8, the iron-and-aluminum-block 2.7 makes 325 horsepower with the help of two turbos. The \$795 upcharge for it over the naturally aspirated base six costs less than the F-150's optional sunroof (\$995). A V-8 runs \$1595, and the top-hole 3.5-liter turbo V-6 is \$1995.

The 2.7 hustles this truck to 60 mph in 5.7 seconds and through the quarter-mile in 14.3. Both of those stats are 0.1 second quicker than those of the 365-hp 3.5-liter turbo V-6 crew cab that won the comparo. Consider it money well spent if you're into holeshots, in the SuperCab at least.

At 4874 pounds, this model is more than 700 pounds lighter than that crew cab we keep referring to. We haven't tested an extended-cab half-ton truck in a while, but we have tested the sub-half-ton Chevrolet Colorado. In crew-cab form, the 305-hp Colorado is more than 300 pounds lighter and 1.2 seconds slower in the quarter-mile.

The lack of full rear doors reminded us why the larger trucks have become so popular: We had to move the passenger seat up to comfortably fit an adult in the back seat. It's not as tight as we remember extended cabs to be, but still no comparison to the limolike splendor of having four real doors.

Taking mass out of any truck while maintaining its payload capacity poses a challenge for chassis engineers. This F-150 carries up to 1626 pounds of people and stuff, which represents a 36-percent increase in mass over its unladen self. The rated payload capacity is 1740 pounds, with a gross vehicle weight rating of 6500 pounds. With such a large loaded-to-unloaded ratio, we expected the ride to be compromised, but it isn't. Potholes and

## ▼ SPECIFICATIONS

<b>VEHICLE TYPE:</b>	front-engine, rear/4-wheel-drive, 5-passenger, 4-door pickup
<b>PRICE AS TESTED</b>	\$42,805
<b>BASE PRICE</b>	\$38,995
<b>ENGINE TYPE:</b>	twin-turbocharged and intercooled DOHC 24-valve V-6, iron-and-aluminum block and aluminum heads, direct fuel injection
<b>DISPLACEMENT</b>	164 cu in, 2694 cc
<b>POWER</b>	325 hp @ 5750 rpm
<b>TORQUE</b>	375 lb-ft @ 3000 rpm
<b>TRANSMISSION:</b>	6-speed automatic with manual shifting mode
<b>DIMENSIONS</b>	
<b>WHEELBASE</b>	145.0 in
<b>LENGTH</b>	231.9 in
<b>WIDTH</b>	79.9 in
<b>HEIGHT</b>	77.2 in
<b>PASSENGER VOLUME</b>	120 cu ft
<b>CURB WEIGHT</b>	4874 lb

## ▼ C/D TEST RESULTS

<b>ZERO TO 60 MPH</b>	5.7 sec
ZERO TO 100 MPH	16.1 sec
ROLLING START, 5-60 MPH	6.4 sec
<b>1/4-MILE</b>	14.3 sec @ 95 mph
TOP SPEED (governor limited)	104 mph
BRAKING, 70-0 MPH	174 ft
<b>FUEL ECONOMY</b>	
EPA CITY/HWY	18/23 mpg
<b>C/D OBSERVED</b>	16 mpg

**TEST NOTES:** Significantly quicker—about one second—with the transfer case switched to 4x4.

speed bumps induce no head toss, and the steering is uncharacteristically accurate for a truck. In fact, all of this F-150's on-road behavior is carlike by truck standards.

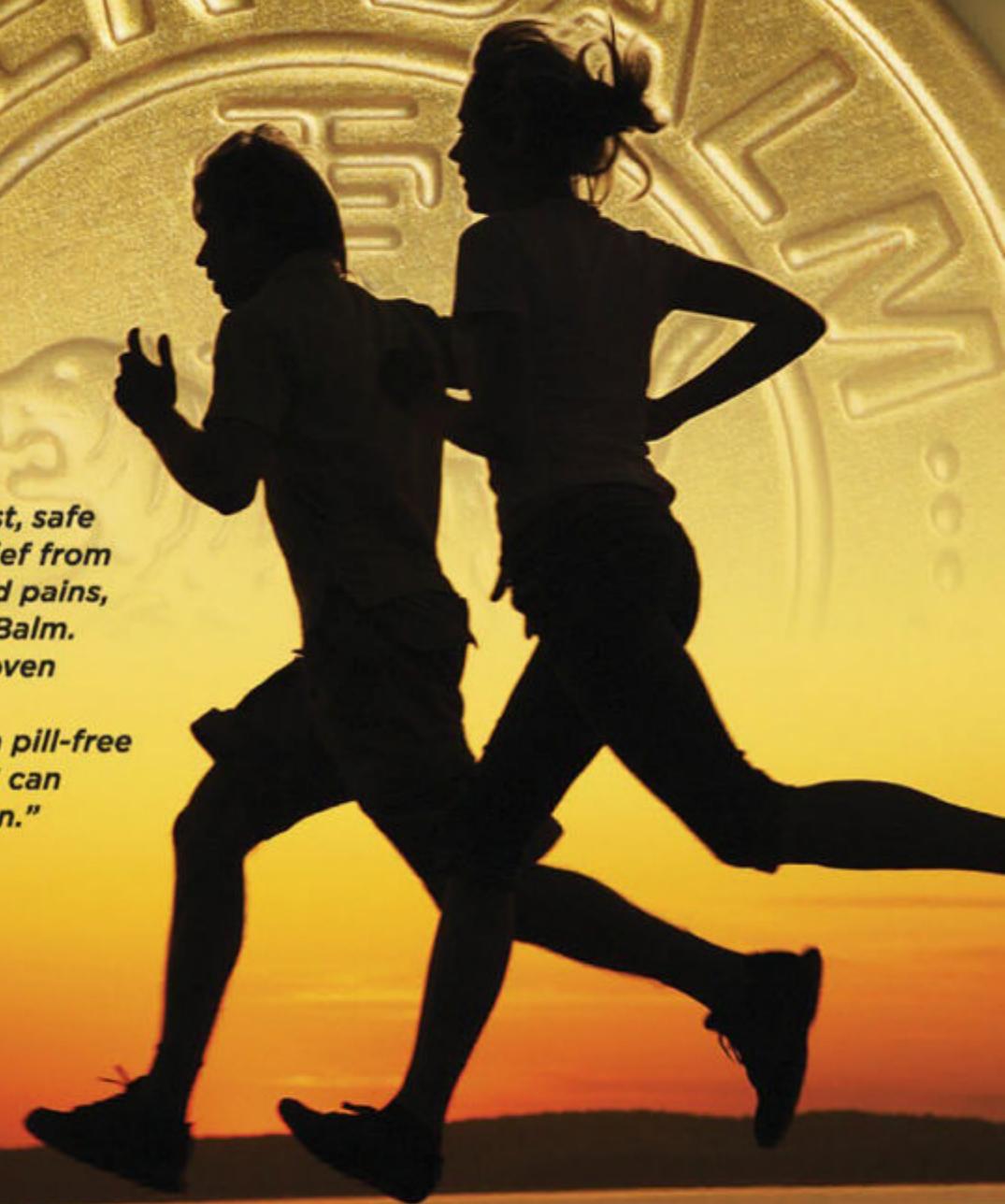
Unfortunately, the 2.7 EcoBoost's EPA fuel-economy ratings of 18 mpg city and 23 mpg highway don't translate to the real world. We averaged 16 mpg over more than 1000 miles of mixed winter driving, and we didn't load the bed with car parts, tow a trailer, or disable the overly aggressive stop-start engine function.

We love this F-150's carlike demeanor and performance. But despite being quick off the line, the V-6s don't sound or feel like truck engines, and that's something we miss. For about \$43,000, or the cost of this F-150, one could get a similarly equipped V-8 from Chevy or Ram. Show us someone who isn't a sucker for a V-8 and we'll show you a very nontraditional truck buyer.

◀ *Seen here: A very truckish-looking truck driving in a pleasantly carlike manner but getting decidedly trucklike fuel economy.*



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# BMW X6 M

Vindicated, the heretic returns. *by Joe Lorio*

You could hear the screams of the purists back in 2009 when BMW first affixed its hallowed M logo to the X5 and the X6. The SUVs were compound heresy, what with their fat dimensions, turbocharged engines, and four-wheel drive. Well, purists are always hollering about something, and the M division now brushes aside any notion of “M-appropriate” engine aspiration or body style, pointing to the 20,000-some M-badged SUVs on the road as proof of the merit of maintaining an open mind.

Thus, for the redesigned X5 and X6, there really wasn’t a question of whether there would (or should) be more M versions. They sell. And while the idea of the X6 M doesn’t make any more sense to us the second time around, we can report that the

\$103,050 2015 model does offer more performance and more polish.

Even with new sheetmetal, the hulking linebacker physique looks familiar. Although the X6 M is 1.8 inches longer overall, width and height are within a fraction of its predecessor’s dimensions, and the wheelbase is the same 115.5 inches. The biggest visual departures are the rising crease on the rear fenders and the larger, 21-inch twin-spoke wheels. The wheels are exclusive to the M, which also gets its own front end with gaping air intakes, front fender gills, a rear spoiler, and a rear fascia with a diffuser and four exhaust outlets. The excellent, high-backed, multicontour sport

Let's see, a 567-hp V-8, four cannon-barrel exhaust tips, and no actual utility? Yep! Say hello to two and a half tons of nonsensical fun.

## ▼ SPECIFICATIONS

<b>VEHICLE TYPE:</b>	front-engine, 4-wheel-drive, 5-passenger, 4-door hatchback
<b>BASE PRICE</b>	\$103,050
<b>ENGINE TYPE:</b>	twin-turbocharged and intercooled DOHC 32-valve V-8, aluminum block and heads, direct fuel injection
<b>DISPLACEMENT</b>	268 cu in, 4395 cc
<b>POWER</b>	567 hp @ 6500 rpm
<b>TORQUE</b>	553 lb-ft @ 2200 rpm
<b>TRANSMISSION:</b>	8-speed automatic with manual shifting mode
<b>DIMENSIONS</b>	
<b>WHEELBASE</b>	115.5 in
<b>LENGTH</b>	193.8 in
<b>WIDTH</b>	78.3 in
<b>HEIGHT</b>	66.5 in
<b>PASSENGER VOLUME</b>	101 cu ft
<b>CARGO VOLUME</b>	27 cu ft
<b>CURB WEIGHT</b>	5200 lb
<b>PERFORMANCE (C/D EST)</b>	
<b>ZERO TO 60 MPH</b>	3.9 sec
<b>ZERO TO 100 MPH</b>	9.8 sec
<b>1/4-MILE</b>	12.4 sec
<b>TOP SPEED</b>	155 mph
<b>FUEL ECONOMY (C/D EST)</b>	
<b>EPA CITY/HWY</b>	14/18 mpg



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the cylinder heads carry over. Output climbs by 12 horsepower and 53 pound-feet to 567 and 553, respectively.

The V-8 pairs with an eight-speed gearbox, replacing the previous six-speed. Although it uses the same annoyingly fiddly shift knob as the M-DCT dual-clutch transmission in other M products, this is a torque-converter automatic. Even so, its shift times, which can be adjusted in three steps just like the M-DCT's, are still right quick. So is the X6 M itself: BMW claims to have sliced half a second from the zero-to-60 time; top speed is limited to 155 mph, though buyers in other markets can opt for a 174-mph limiter. For all its muscle, however, this powertrain isn't nearly as extroverted as what you'd find in a Mercedes-AMG product or an R or R-S Jag.

One of the more significant chassis changes is a switch to electrically assisted steering, with a quicker M-specific ratio and three levels of effort: comfort, sport, and sport-plus. Even in sport-plus, the steering is no longer overly heavy and effort buildup is natural. Just don't expect much road feel to make its way to the rim, which is as fat and as smooth as a sausage casing. Another big change is the move from hard-riding run-flat tires to more-compliant conventional (stop-flat?) rubber. The result: greatly reduced impact harshness, which has mellowed the for-

seats and the M-specific gauge cluster and steering wheel add a sporty element to the cabin, which also features standard leather (including the dash) and a suedelike headliner. Our example was further optioned up with a fragrant, full-leather interior.

The X6 M ditches its previous 4.4-liter turbo V-8 for a new one with the same basic configuration and displacement. The revised engine brings decreased rotating mass and BMW's Valvetronic variable-valve-lift system. Direct fuel injection and dual twin-scroll turbos mounted between

↑ The skin-tag-shaped shifter is mystifying in its operation. Equally mystifying: How the X6 M makes huge 21-inch wheels look so small.

merly brutal ride. At least, that was our impression on the gentle pavement of central Texas, although the X6 M still occasionally exhibits stiff, bouncy body motions.

BMW also provided test drives on the Circuit of the Americas racetrack, which is definitely not the X6 M's natural environment. But it did prove that the new, more robust brakes—with cross-drilled rotors, six-piston front calipers, and a 50-percent larger swept area—could repeatedly haul this big boy down from triple-digit speeds with minimal fade. Circling the track in M dynamic mode, the X6 M also defied expectations—and, seemingly, physics—by harnessing its rear-biased four-wheel drive and active torque vectoring to keep it from plowing through corners. We also couldn't help but be impressed with the lack of body roll and the way the vehicle shrugged off the lumpy curbing when we clipped apexes.

Still, the best way to think of the M badge here is that it no longer stands for motorsports, but for the X6 with the most-est. This is the most powerful, most luxurious, and most expensive iteration of BMW's most illogical vehicle. It's not so illogical, however, that it has failed to attract competition—note that Stuttgart has brought out a near copy in the form of the Mercedes-AMG GLE63 S hatch. We'll see whether the new X6 M's improved performance and greater refinement can keep it out in front as others muscle into the once-heretical niche it created.

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## JEEP RENEGADE SPORT 4X4

**TESTED** Base wheels pressed from steel, friendly handling, hewn-from-Toledo looks. Extra-cost everything, Jeep truthers' ire. *by Alexander Stoklosa*

The biggest fear of Jeep die-hards, worse than nuclear war or Disney measles, is the steady dilution of their favorite brand. Like anti-vaxxers, Jeep's fanboys refuse to accept the science, namely that Jeep (and Fiat Chrysler) needs more mainstream vehicles in order to prosper. They hated the car-based Compass and Patriot, and now they've directed their disdain toward the new Renegade, which suffers from the affliction best known as "not-a-Wrangler-itis." You'll have to pry the ladder frames and live axles from the die-hards' cold, dead hands.

With the Renegade, however, we're not convinced that their vitriol is well-aimed. Sure, the Italian-built Renegade is the crossover vaccine Jeep needs in order to

It might look like a Jeep as drawn by Richard Scarry, but the base Renegade with a manual is a straightforward and likable tool.

keep expanding sales and meet stringent fuel-economy standards. But the base-model Sport is a Renegade reduced to its essentials, something even the Moab mob could find admirable. At \$20,990, the Sport, with four-wheel drive, gets steel wheels, black-plastic body cladding, a manual transmission, and an adorable resemblance to a chubby Jeep DJ mail truck. Its Spartan list of features sounds suspiciously like that of the Wrangler's.

Power mirrors, aluminum wheels, and A/C raised our Sport's ask to just over \$23,000. At that price, there's still austerity in the gaping crevasses of black plastic standing in for the grille and the similarly stark monument to injection molding serving as the interior. But everything feels of a piece, while cutsey Jeep heritage cues keep it all from feeling too cheap. A touch screen is optional, but navigation aids are down to a paper map or a smartphone taped to the dashboard. Step up to the mid-level Renegade Latitude if you want onboard nav.

Despite the Sport's temperance, beneath its stubby hood sits a modern turbocharged 1.4-liter four-cylinder producing 160 horsepower that mates to a six-speed manual. Ordering the optional nine-speed automatic changes the engine spec,

### ▼ SPECIFICATIONS

VEHICLE TYPE:	front-engine, front/4-wheel-drive, 5-passenger, 4-door hatchback
PRICE AS TESTED	<b>\$23,080</b>
BASE PRICE	\$20,990
ENGINE TYPE:	turbocharged and intercooled SOHC 16-valve inline-4, iron block and aluminum head, port fuel injection
DISPLACEMENT	83 cu in, 1368 cc
POWER	160 hp @ 5500 rpm
TORQUE	184 lb-ft @ 2500 rpm
TRANSMISSION:	6-speed manual
DIMENSIONS	
WHEELBASE	101.2 in
LENGTH	166.6 in
WIDTH	74.3 in
HEIGHT	66.5 in
PASSENGER VOLUME	100 cu ft
CARGO VOLUME	19 cu ft
CURB WEIGHT	3179 lb

### ▼ C/D TEST RESULTS

ZERO TO 60 MPH	<b>8.7 sec</b>
ZERO TO 100 MPH	26.6 sec
ROLLING START, 5-60 MPH	9.6 sec
<b>1/4-MILE</b>	<b>16.4 sec @ 83 mph</b>
TOP SPEED (drag limited)	113 mph
BRAKING, 70-0 MPH	158 ft
ROADHOLDING,	
300-FT-DIA SKIDPAD	0.79 g*
FUEL ECONOMY (C/D EST)	
EPA CITY/HWY	23/32 mpg
<b>C/D OBSERVED</b>	<b>22 mpg</b>

\*Stability-control inhibited.

**TEST NOTES:** The unobtrusive stability control does nothing to limit cornering speed when grip peters out.

installing a 2.4-liter naturally aspirated four that powered the Renegade Limited we tested in March. The turbo cedes 20 horsepower to the 2.4-liter but squeaks out an additional 9 pound-feet of torque. It also has to propel less Renegade; the Sport is nearly 300 pounds lighter than the feature-laden Limited and thus reaches 60 mph 0.1 second sooner. In spite of its narrower, 65-series tires, the slimmer Sport's braking and cornering figures also improve.

It isn't a road-burner, but it's a revelation for a Jeep, cornering in a way that suggests that the front and rear ends actually work together. The combination of a stick shift and four-wheel drive feels elemental in the Renegade's boxy wrapper, like the kind of Jeep that kids have been taking to college for decades. And with so few distractions, drivers are left to ponder gear selection and what's going on outside that big slab of glass in front of their faces. It's fun, in a throwback sort of way.

We find it all charming and Jeep-like, even sans a "trail-rated" badge. Let's hope the target demographic (youth) can put down its smartphones long enough to learn how to operate a manual transmission.



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# BMW M235i CONVERTIBLE

Slower but somehow more interesting than a real M.  
by Mike Duff



Within the rigid hierarchy of BMW's performance models, the M235i cabrio isn't even a proper "M" car. Like its coupe sister, it's one of the half-strength "M performance" derivatives rather than one of the single-digit, pure-bred M cars (M3, M4, etc.). Yet, despite its place in what should be the beakiest of pecking orders, it's also as much fun to drive as anything that currently wears an M badge, and considerably more entertaining than several of its supposed superiors.

The process of what we'll call cabrioiza-

tion has done little to diminish the considerable charms of the M235i coupe. There are differences, however. During a rapid highway cruise, more noise gets through the convertible's fabric roof. And if you attempt to travel too quickly over a rough surface, then there is some slight structural shake, especially with the roof down. There's a predictable weight penalty, too. BMW figures the convertible is about 325 pounds heavier than the coupe.

There's no doubt that the extra mass has made this convertible less nimble than the fleet-footed coupe, but it's still an absolute blast to drive hard over a favorite road. And the fun is as much about what the car doesn't have as what it does. Unlike most of M's recent offerings, the M235i doesn't have a sensation-sapping abundance of adhesion, but rather a perfect balance between power and grip. Or, indeed, slip, as the little

Chopping off the coupe's top adds as much weight as driving around with an NFL tackle would. But the joy of the M235i survives intact.

## ▼ SPECIFICATIONS

<b>VEHICLE TYPE:</b>	front-engine, rear-wheel-drive, 4-passenger, 2-door convertible
<b>BASE PRICE</b>	\$48,650
<b>ENGINE TYPE:</b>	turbocharged and intercooled DOHC 24-valve inline-6, aluminum block and head, direct fuel injection
<b>DISPLACEMENT</b>	182 cu in, 2979 cc
<b>POWER</b>	320 hp @ 6000 rpm
<b>TORQUE</b>	330 lb-ft @ 1300 rpm
<b>TRANSMISSIONS:</b>	6-speed manual, 8-speed automatic with manual shifting mode
<b>DIMENSIONS</b>	
<b>WHEELBASE</b>	105.9 in
<b>LENGTH</b>	175.9 in
<b>WIDTH</b>	69.8 in
<b>HEIGHT</b>	55.2 in
<b>PASSENGER VOLUME</b>	82 cu ft
<b>CARGO VOLUME</b>	14 cu ft
<b>CURB WEIGHT</b>	3750-3800 lb
<b>PERFORMANCE (C/D EST)</b>	
<b>ZERO TO 60 MPH</b>	4.5-4.9 sec
<b>ZERO TO 100 MPH</b>	11.0-11.5 sec
<b>1/4-MILE</b>	13.2-13.6 sec
<b>TOP SPEED</b>	130-155 mph
<b>FUEL ECONOMY</b>	
<b>EPA CITY/HWY</b>	19-21/26-32 mpg

convertible is happy to hoon extensively with the rev-happy, turbocharged 3.0-liter six willing to overpower the rear tires whenever the mood strikes. But you don't need to drive it like that to make it feel alive; you can use the engine's torque to influence the cornering line at everyday speeds, even with the stability systems left on. It's not as quick as the wham-bam M4 convertible; yet on everything except a high-speed race-track, it's almost certainly more fun.

It's good as a convertible, too. Stowing the M235i's roof feels particularly right. The 228i convertible's exhaust note sounds like digestive discomfort under gentle use, but the M235i's six-cylinder produces a rowdy soundtrack that matches the car perfectly. Even as the new X6 M [see page 110] threatens to trigger an existential funk about the very future of the performance car, here is welcome proof that the M division can still make a great car. ■



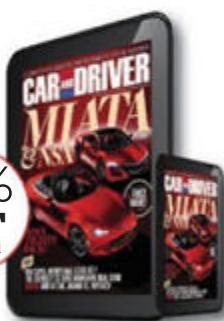


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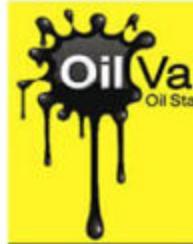


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# what i'd do differently...

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LORD MARCH

Charles Gordon-Lennox, Earl of March and Kinrara, 60, hosts the Goodwood Festival of Speed and the Goodwood Revival each year on his family estate in Sussex, England.

**C/D:** Did visiting Goodwood as a child trigger all this?

**LM:** It certainly helped. I was very close to my grandfather, who lived here then, and we used to come down every Easter for the motor racing. He used to take me to the track, and then a lot of drivers would be here at the House for a party on the Saturday night. I can remember sitting on the big library sofa with Jo Bonnier when I was eight or nine. I was completely in love with racing at that time, so I was very upset as an 11-year-old when my grandfather suddenly announced he was going to close the circuit in 1966.

**C/D:** You dropped out of school to become a photographer and found yourself working for Stanley Kubrick. What was he like?

**LM:** Kubrick was extraordinary. The job itself was very mundane. I was doing preproduction stills on *Barry Lyndon*, but that meant I spent a lot of time with him and his art director. There was never any compromise on anything, it had to be the best. He was very nice to me and a very good photographer; he worked on *Look* magazine when he was 17 or something.

**C/D:** Where did the idea for the Festival of Speed come from?

**LM:** I actually started out trying to get the race circuit reopened. We didn't plan to do anything like the Festival, and I started talking to the local authority [council] about it. But having been positive to begin with, it was quickly obvious there was a lot of resistance to reopening the track; it wasn't going to happen overnight. So I thought, "Is there something else we can do on the estate?" There had been some suggestion we do a round of the British Hillclimb Championship, but I didn't want that. A wider car event sounded interesting.

**C/D:** The first year was pretty small?

**LM:** It was far bigger than we expected! There was just a string line between the cars and the spectators, not even hay bales, and the planning was a bit hit-and-miss. We didn't have a tent for the drivers' signing until the day of the event. Honda lent us one. We were told we'd be lucky to get 2500 people here that first year; we ended up with 25,000.

**C/D:** Did you expect the Festival to grow to the size it's become?

**LM:** I always hoped it would, but I could never have predicted where we would end up. We're very lucky to have this fantastic location, of course, but we've been just as lucky with the owners and drivers who bring their cars here and perform. Most people really want to come. Of course, there are still a few holes.

**C/D:** Who?

**LM:** A.J. Foyt has to be the biggest of them. We've asked him loads of times, we'd love him to come, but I can see it's difficult for him. I feel bad he hasn't been here. Jacky Ickx nearly got away. He wouldn't come for years, but now he's a regular and we've developed a great relationship. He's one of my all-time heroes.

**C/D:** Five years after launching the Festival, you reopened the



*circuit with the Revival. Why did you make it dress-up?*

**LM:** We were lucky the planners hadn't let us reopen the circuit earlier. If they had, I don't know what would have raced. But while we were working on the Festival we got more experienced, and we knew we had to race the cars that had run there originally. Then we thought the circuit should look like it did in 1966 as well, and then somebody got the idea of asking everyone to dress up. A lot of people said it was a really bad idea and wouldn't work, the English are too conservative. But everyone loved it; now if you don't come wearing costume you stand out a bit.

**C/D:** Both events have given you the chance to drive some amazing cars. Which really stand out?

**LM:** I remember *The Automobile Book* by Ralph Stein when I was little, my first big color car book. I used to look at it for hours, under the sheets in bed, just loving it. And now I've driven most of the cars in it. Lots stand out—the Chaparrals and the Lotus turbine Indy car—but the car that has probably given me the most pleasure to drive up the hill is the Porsche 908/3. It's perfect for the job, very manageable, not too big.

**C/D:** What would you do differently?

**LM:** One thing stands out, and although it's a small thing it always niggles as a missed opportunity. When we started the Festival, we should have had every car photographed from the start. We should have built a studio and put every car that came here through it. Just think what a resource that would have been: high-quality images of the world's greatest cars. But that's not really much of a regret, is it? —MIKE DUFF

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